934-A

TD5.8:B63/12

DEPARTMENT OF TRANSPORTATION

ORIGINAL

COAST GUARD

OMPLETED

265

RECREATIONAL BOATING SAFETY FY 83-92

OPERATING PROGRAM PLAN

Policy Planning and Evaluation Staff
Office of Boating, Public, and Consumer Affairs

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Memorandum

G-CPE/23
16750
DATE: 4 FEB 1981

SUBJECT: Recreational Boating Safety Operating Program Plan

FROM : Commandant

TO : Chief, Office of Boating, Public and Consumer Affairs

1. The FY 83 - 92 Recreational Boating Safety (RBS) Operating Program Plan is approved.

2. Your office has produced a clear comprehensive planning document that represents a combination of diverse public programs. This effort was complicated by three significant actions which impacted on the RBS program, namely:

   a. A major reduction in BOSTEAM

   b. Reorganization of Headquarters Offices of G-A and G-B

   c. The Recreational Boating Safety and Facilities Improvement Act of 1980 (the Biaggi Bill)

The manner in which your staff has responded to these changes has been commendable.

3. When the new standards for man-hour/man-year are developed, they should be incorporated in your plan.

4. A copy of this memo should be placed in the Operating Program Plan before it is printed to show that the plan has been approved.

J. B. HAYES

DEPT. OF TRANSP., USCG, CG-4914 (3-73)

PREFACE

This is an amended submission of the FY83-92 Recreational Boating Safety Operating Program Plan (OPP) which was submitted in March 1980. At the time of the March 1980 submission, the following decisions/actions which would affect RBS Program planning and resource requirements were still pending:

1. A reduction of $2 million in the BOSTEAM portion of the RBS Program.

2. Reorganization of Headquarters Offices of G-A and G-B.

3. Congressional action concerning the Recreational Boating Safety and Facilities Improvement Act of 1980 (the "Biaggi Bill").

The present status of each of these matters, as reflected below, impacted on the development of pertinent parts of this OPP:

1. The directed $2 million recurring reduction in the BOSTEAM portion of RBS Program has been implemented. Beginning in FY81, 102 enlisted billets and approximately $300K in associated operating funds will be reprogrammed away from the RBS Program.

2. The Office of Boating Safety and major portions of the Office of Public and International Affairs have been merged. The new organization, Office of Boating, Public, and Consumer Affairs, combines distinct, separate, Operating and Support Programs, with certain Office resources (planning, administrative, etc.) supporting both Programs. The realignment has resulted in some former RBS resources being reprogrammed to the Public Affairs Program.

3. The "Biaggi Bill" has been signed into law, and its implementation must proceed.

The combining of diverse public Programs complicates planning. A substantial portion of this Office's new Program Goals and the actions necessary to achieve these Goals are dependant on external variables that the Program Director/Manager cannot control, affect or modify. These variables may be related to the economic and social conditions directly affecting the boating public and industry, or they may be related to political conditions, or they be internal to the Coast Guard, involving overall Coast Guard plans which affect each individual Program's resources.

FY 83-92 RBS OPERATING PROGRAM PLAN

SECTION I . . . . PROGRAM OUTLOOK

SECTION II . . . . GENERAL PROGRAM PREMISES

SECTION III . . . . RBS OPERATING PROGRAM PLAN SUMMARY

SECTION IV . . . . ANALYSIS

IV.1 . . . . PROGRAM DESCRIPTION

IV.2 . . . . ASSUMPTIONS

IV.3 . . . . DETAILED ANALYSIS BY CRITERIA

IV.4 . . . . ANALYSIS SUMMARY

IV.5 . . . . TIME PERIOD ANALYSIS

SECTION V . . . . PROGRAM STANDARD

SECTION VI . . . . SUPPORT NEEDS

SECTION VII . . . . RESEARCH AND DEVELOPMENT

SECTION VIII . . . . UNRESOLVED ISSUES

SECTION IX . . . . FLOW CHART

III

SECTION I

PROGRAM OUTLOOK

Boating growth will continue as the U.S. population grows and more people locate near water. By 1987, it is predicted that there will be 84 million persons boating on the waters of the United States with 52 million actually operating 21 million boats.

The thrust of the Boating Safety Program will be to seek cooperative support in achieving safety objectives rather than to burden the boating public and the industry with excessive regulation. Accomplishment of these objectives over the next five years will be through four broad approaches:

1. Promulgate cost effective safety standards and regulations where justified, and ensure that all new boats are built to the standards and that any identified safety related defects are immediately remedied by the manufacturer.

Safety standards will receive continual review to ensure they are effective and in stride with current technology. In general, the administration of the standards program will grow in relation to the number of minimum safety standards in effect, the domestic production of new boats and associated equipment, the number of boats imported into the country, and public awareness of Coast Guard responsibilities.

2. Encourage expanded boating education programs by the U. S. Coast Guard Auxiliary, the states and the many volunteer organizations.

3. Seek greater uniformity and comity in Federal, state and local boating laws and regulations to ensure effective boating law enforcement, thereby promoting the state and local enforcement activities.

Passage of the Recreational Boating Safety and Facilities Improvement Act ("The "Biaggi Bill") not only reinstitutes a program of financial assistance to states for boating safety purposes, but also involves the Coast Guard in a new area, boating facilities development. Passage of the bill will have a favorable impact on state liaision. Primary emphasis of Federal involvement with the boat operator will shift from on-the-water law enforcement to the coordination and overview of state boating safety programs.

With new initiatives and growing numbers of boaters, Coast Guard Auxiliary membership is expected to gradually increase through 1987. In addition to increased augmenting of Coast Guard forces, increasing utilization will be made of Auxiliary resources by state authorities in patrolling sole state waters and assisting in teaching state boating courses. Emphasis will be placed on improving the quality of Auxiliarist training. Proper administration of the Auxiliary will require proportionate increases in Coast Guard support.

4. Ensure the most effective allocation and utilization of Federal, state and local boating resources through implementing an effectiveness measurement program, improving the quality of the accident investigations, and improving the management information system.

SECTION II

GENERAL PROGRAM PREMISES

1. The number of recreational boats built/imported for use on U. S. waters will increase the total boat population by approximately 4 to 6% annually. (J)

a. Data from the 1976 Nationwide Boating Survey showed a growth in recreational boats from 9.7 million in 1973 to 12.8 million in 1976. The boating population is expected to double by 1992, with 63 million boat operators and over 22 million boats accumulating 20 billion boat passenger hours annually. The recent annual growth rate of over 10% is expected to fall to 4 to 6%, corresponding to the leveling off of the United States population, and the increasing saturation of the nation's waterways with boats.

2. Approximately seven years after standards are first applied to new construction, 50% of the watercraft in use are affected by these standards and will have been built to their specifications. (J)

a. Boat life is rapidly changing because new types of boats are being produced, some of which were unknown in the recreational boating field ten years ago, e.g., jet boats, airfoils, air cushion vehicles, etc. New materials are being used. Wooden boats are rapidly disappearing, their place being taken by aluminum and fiberglass. Accurate boat life data will be unavailable until the majority of these new boats have expended their boat-use life.

3. Some of the manufacturers will not comply with all of the safety standards if the Coast Guard does not maintain an active and aggressive compliance program. (F)

a. Previous experience has showed that, as in almost all industries, a certain proportion of boat and associated equipment manufacturers will cut corners, possibly affecting safety in their efforts to maximize profits. Several of the newer, smaller boat builders are ignorant of the standards. Over 400 new builders enter the market annually, most of them small operators. An active compliance program is required to keep these builders abreast of all new Federal requirements. Since the inception of the defect notification program in 1973, the Coast Guard has monitored approximately 750 campaigns, affecting approximately 500,000 recreational boats.

4. Safety-related defects including violation of mandatory standards will occur even if manufacturers exercise reasonable control. (J)

a. As in other industries, some defects will occur even if extraordinary precautions are taken. New types of boats, built with new types of materials, are often used for new types of boating activities. Little is known about the stress characteristics, hull integrity, etc. on these boats until a sufficient number of them have accumulated a large number of operating hours. Often the first indication of a defect is an event occurring while the boat is actually in use. Some outboard boat manufacturers will start building small inboard boats due to energy considerations. These boats may initially not conform with regulations.

5. Environmental concerns related to the marine environment will not grow but continue at the current level tempered by a growing public opposition to Federal Regulations. (J)

6. Carriage and proper use of the minimum required safety equipment on recreational boats will reduce the probability of injuries and fatalities. (F)

a. Previous RBS studies and R&D projects have indicated a positive relationship between the carriage and use of safety equipment and the increased probability of safe boating. The carriage and use of PFDs save lives. Level flotation on certain boats will decrease the probability of capsizing and save over 200 lives annually after full implementation. The net total effect of all regulations relating to minimum safety equipment will not be known until all boats/boaters become directly affected

7. Boating safety programs will continue to receive active support from boating organizations. (J)

a. The RBS boating safety program has traditionally received active support from the boating public, usually through existing boating associations. The larger organizations directly associated with boating safety and education (Coast Guard Auxiliary, U. S. Power Squadrons, Red Cross, etc.) continue to cooperate in developing a coordinated program.

8. Federal involvement in the training of state law enforcement officials will be required for the foreseeable future. (J)

a. The majority of the states do not have an existing boating safety enforcement training program, but rely on the Coast Guard to provide needed training/education. The Coast Guard trains state personnel through the BOSDETs providing individualized training, or through providing the National Boating Safety School facilities/instructors. The majority of the states' funding/budgets are such that prospects are dim for them picking up all the required training functions by 1992.

9. A substantial portion of fatalities from boating accidents occur to people engaged in activities other than cruising or using a boat as a means of transportation. (F)

a. Statistics derived from boating accident reports have shown that many fatalities and accidents occur to people who are using the boat merely as a platform for some other marine-related activity. In 1979, 242 persons lost their lives while fishing, 46 while water skiing, 14 while hunting, 35 while the boat was simply at anchor, 8 while racing, and 4 while towing or being towed Many people who use boats for one of these activities think about their particular activity first, and lastly about boating safety.

10 Most boaters will voluntarily observe those safety rules of which they are aware. (J)

a. A relatively few reckless boaters account for a large share of hazardous boat operation.

11. People who have accidents while boating are usually either unaware of safe boating practices or stretch the limits of their ability or equipment. (J)

a. Data derived from boating accident reports show that the majority of boating accidents and fatalities were operator related; however, they were not intentional (e.g., maliciousness, hit and run, recklessness, negligent, etc.) This does not mean that boat standards aren't effective. Often a boat standard will prevent the operator's actions from resulting in an accident, or will ameliorate the results of an accident/incident.

12. Continued growth in the boat population will cause popular waters to increase the density of the boat population. (J)

a. More people are locating near the water, the coastal areas, inland lakes, the Great Lakes, rivers and man-made lakes. This population shift, combined with the growth in leisure time and accompanying growth of "second homes", resorts, marinas, lodges, etc., will put a greater burden on certain bodies of water located within these areas. Moreover, boating will have to fight for its share of water space with an increasing number of non-boating, marine-related activities, e.g., swimming, nature conservation activities, etc. Energy considerations will force many boaters to boat closer to home. This will result in over crowding near major population centers.

13. On both state and joint jurisdiction waters, it is preferable to have the local governments rather than the Federal authorities enforcing recreational boating laws and regulations. (J)

a. Limited Coast Guard resources are available. Morever, state and local enforcement of laws when people are recreating in local areas is more reasonable than a Federal presence in these many diverse areas.

14. Enactment of the Recreational Boating Safety and Facilities Improvement Act will reinstitute a program of financial assistance to the states, and involve the Coast Guard in a new area, facilities development (J).

15. Greater uniformity of laws/enforcement is desirable to avoid confusion and related problems, but will become increasingly more difficult to obtain. (J)

16. The RBS Program is essentially assuming a "slow growth" planning atmosphere for the near future, including elimination of on-the-water activities with an accompanying reduction in operational billets. (F)

SECTION III

RBS OPERATING PROGRAM PLAN SUMMARY

1. Program overview:

a. With the trend toward more leisure time, by 1992 the number of boats on the waters of the United States will increase to more than 22 million and operators are expected to exceed 63 million. The emphasis of the Boating Safety Program will undergo changes which will be reflected in a gradual shift from operational to managerial/coordination functions as an increasing number of state programs come to fruition.

2. More reliance on states:

a. As boating activities increase, increased liaison and support by Coast Guard RBS Program personnel will be necessary to accomplish a satisfactory level of state boating safety programs. Primary emphasis of Federal involvement with the boat operator will therefore shift from on the water enforcement to the coordination and overview of state boating safety programs. Regulation of the recreational boat manufacturer will remain a Coast Guard function.

b. Passage of the Recreational Boating Safety Facilities Improvement Act will continue Coast Guard financial assistance to the states. Coast Guard training of state personnel will increase to encourage uniformity and professionalism. On the water activity by the Coast Guard Boating Safety Detachments will be eliminated.

3. More reliance on the Coast Guard Auxiliary:

a. With new initiatives and increased numbers of boaters, the Auxiliary membership is expected to slowly increase through 1992. This valuable resource will be optimally utilized in operational duties as a supplement to regular Coast Guard forces, in the education of the boating public through formal courses, the courtesy marine examination program, dealer visitations, and other support activities. Increasing utilization will be made of Auxiliary resources by state authorities in patrolling sole state waters and assisting in teaching state boating courses. Emphasis will be placed on improving the quality of Auxiliarist training to improve the overall professionalism and quality of the organization. Proper administration of the Auxiliary will require proportionate increases in Coast Guard support.

4. National construction standards:

a. As boats built prior to the implementation of mandatory safety standards are phased out of existence, the accident rate should decline further and the boater's chances of surviving the accidents that do occur will be greatly enhanced. Safety standards will receive continual review to ensure they are effective, and in stride with current technology. In general, the administration of the program will grow in relation to the number of minimum safety standards in effect, the production of new boats and associated equipment, and public awareness of Coast Guard responsibilities.

5. The Boating Safety Teams (BOSTEAMS):

a. The role of the BOSTEAMS will be redirected to decrease emphasis on law enforcement duties while increasing involvement with operational training of Coast Guard, Auxiliary, and state personnel. The size of the BOSTEAM program is significantly reduced, commensurate with the reduction of on-the-water activity.

6. Summary

a. Accomplishment of the Boating Safety objective over the near term (5 years) will be through four broad approaches:

(1) STANDARDS - Identify, justify and establish cost effective standards and regulations, ensuring that all new boats are built to the established safety standards and that any identified safety related defects on any boat subject to the provisions of the Federal Boat Safety Act are immediately remedied;

(2) EDUCATION - Encourage expanded boating education programs by the states, Coast Guard Auxiliary and volunteer organizations to achieve both an inceasing percentage of formally educated boat operators (thereby enhancing the general level of operator skills and safety practices) and a greater proportion of recreational boats complying with the mandatory carriage requirements;

(3) EFFICIENCIES - Promote the most effective allocation and utilization of Federal, state and local boating resources through implementing an effectiveness measurement program, improving the quality of the accident investigations, and improving the existing information system; and

(4) UNIFORMITY - Seek greater uniformity and comity in Federal, state and local boating laws and regulations to ensure more effective boating law enforcement promoting the expansion of the state and local enforcement activities.

b. The thrust of the Boating Safety Progam will be to seek cooperative support in achieving the Coast Guard's safety objectives rather than burden the boating public and the industry with excessive regulation.

7. RBS PROGRAM PLAN SUMMARY: The summary starting on the next page displays the proportion of resources available in 1987 and the expected date that additional resources will be applied to accomplish the various RBS program Sub-objectives, Goals and Milestones. The percentages expressed under the "% of Mission Completed in Terms of Available Resources" (last columns) relate to the proportion of the standard that will be completed relative to the goal for that particular year. Sub-objectves, Goals and Milestones are coded (SO), (G) and (M) respectively.

[redacted]

I.D.NUMBER	SUBOBJECTIVES/GOALS/MILESTONES		CG Objective Supported Indirectly	Support Needs	Goals/ Milestones		Percent Completion		
					Init.	Comp.	FY83	FY87	FY92
RBS A-1	SO:	Reduce the risk from engineering design, and/or construction related deficiencies on boats and associated equipment.	B, F						
RBS A-1.1	G:	Ensure that all new boats and associated equipment meet minimum safety-related standards of performance.			FY 72	CONT		-	-
RBS A-1.1.1	MS:	Develop minimum mandatory and advisory safety standards, demonstration hardware packages and recommended design guidelines.		GRD, GAL, GAF, NBSAC	FY 72	CONT		-	-
RBS A-1.1.2	MS:	Conduct product testing.		GRD,GAF	FY 72	CONT		-	-
RBS A-1.1.3	MS:	Implement the factory visitation program.		GAL	FY 72	FY 92	40%	70%	00%
RBS A-1.1.4	MS:	Administer the imported boats program.		GAL	FY 76	CONT		-	-
RBS A-1.1.5	MS:	Administer civil penalties, non-compliance cases/campaigns.		GAL,GAF	FY 72	CONT		-	-
RBS A-1.1.6	MS:	Provide technical information and guidance to the manufacturing community.		AUX NBSAC	FY 72	CONT		-	-
RBS A-1.2	G:	Ensure that identified safety defects are corrected.			FY 72	CONT		-	-
RBS A-1.2.1	MS:	Perform defect investigations.		CVS,GAF	FY 72	CONT		-	-

BEST DOCUMENT AVAILABLE

I.D.NUMBER	SUBOBJECTIVES/GOALS/MILESTONES	CG Objective Supported Indirectly	Support Needs	Goals/ Milestones		Percent Completion		
				Init.	Comp.	FY83	FY87	FY92
RBS A-1.2.2	MS: Administer defect Cases and Campaigns.		GAL,GAF	FY 72	CONT		-	-
RBS A-2	SO: Reduce the risks from lack of safety equipment, operator inefficiency and lack of knowledge.	B, F, G						
RBS A-2.1	G: Expose boaters to Boating Safety Information.			FY 40	CONT		-	-
RBS A-2.1.1	MS: Support C.G. Auxiliary activities.		SAR,PSS	FY 40	CONT		-	-
RBS A-2.1.2	MS: Establish news media contacts.		GAA,AUX	FY 71	CONT		-	-
RBS A-2.1.3	MS: Develop mass media campaigns.		GAA	FY 71	CONT		-	-
RBS A-2-1.4	MS: Visit key boat shows annually.		AUX	FY 60	CONT		-	-
RBS A-2.2	G: Ensure that the boat operators have participated in a Boating Safety Education program.			FY 40	CONT		-	-
RBS A-2.2.1	MS: Perform state liaison activities to encourage state education programs.		SAR,AUX NBSAC	FY 72	CONT		-	-
RBS A-2.2.2	MS: Support and administer the C.G. Auxiliary		GRD,GAL	FY 40	CONT		-	-
RBS A-2.2.3	MS: Develop "Minimum Education Guide" for boat operators		SAR	FY 76	FY 80	100%	100%	100%

I.D.NUMBER	SUBOBJECTIVES/GOALS/MILESTONES		CG Objective Supported Indirectly	Support Needs	Goals/ Milestones		Percent Completion		
					Init.	Comp.	FY83	FY87	FY92
RBS A-2.2.4	MS:	Coordinate activities for a National Education Program.		AUX NBSAC	FY 72	CONT		-	-
RBS A-2.3	G:	Ensure that recreational boats are in compliance with mandatory carriage requirements.			FY 40	CONT		-	-
RBS A-2.3.1	MS:	Develop minimum Federal carriage requirements.		SAR,PSS GRD.AUX NBSAC	FY 40	CONT		-	-
RBS A-2.3.2	MS:	Perform on the water operations.		SAR,PSS AUX GAC GAE	FY 40	CONT		-	-
RBS A-2.3.3	MS:	Administer the Civil Administrative Penalty Program for boating law violations.		GAL	FY 40	CONT		-	-
RBS A-2.3.4	MS:	Perform state liaison functions.		SAR	FY 58	CONT		-	-
RBS A-2-3.5	MS:	Perform training of C.G., state and local enforcement personnel.		SAR,CVS GAP,AUX	FY 40	CONT		-	-
RBS A-3	SO:	Ensure effective allocation and utilization of Federal, state and local boating resources.	G						
RBS A-3.1	G:	Determine program requirements through effective analysis and data processing.			FY 40	CONT		-	-

BEST DOCUMENT AVAILABLE

I.D.NUMBER	SUBOBJECTIVES/GOALS/MILESTONES	CG Objective Supported Indirectly	Support Needs	Goals/ Milestones		Percent Completion		
				Init.	Comp.	FY83	FY87	FY92
RBS A-3.1.1	MS: Perform accurate accident investigations.		CVS,PSS	FY 40	CONT		-	-
RBS A-3.1.2	MS: Implement effectiveness measurement		GRD	FY 75	FY 79		100%	100%
RBS A-3.1.3	MS: Improve management information systems.		SAR,CVS GAF	FY 72	FY 91		65%	85%
RBS G-1	SO: Encourage greater uniformity, cooperation and participation among Federal, state and local agencies.	A						
RBS G-1.1	G: Ensure all states and territories adopt and administer effective Boating Safety Programs.			FY 58	CONT		-	-
RBS G-1.1.1	MS: Perform state liaison functions.		NBSAC	FY 58	CONT		-	-
RBS G-1.2	G: Promote expanded state boating law enforcement efforts and phase down C.G. enforcement activities.			FY 58	CONT		-	-
RBS G-1.2.1	MS: Administer state financial assistance program.		GAL,GAF	FY 72	CONT		-	-
RBS G-1.2.2	MS: Train state and Local enforcement personnel.		GAP	FY 58	CONT		-	-
RBS G-1.2.3	MS: Standardize all boating laws and regulations.		GAL	FY 71	FY 77		100%	100%

I.D.NUMBER	SUBOBJECTIVES/GOALS/MILESTONES		CG Objective Supported Indirectly	Support Needs	Goals/ Milestones		Percent Completion		
					Init.	Comp.	FY83	FY87	FY92
RBS G-1.3	G:	Coordinate the development of local water safety councils.			FY 76	FY 81		100%	100%
RBS G-1.3.1	MS:	Coordinate the development of implementation guidelines.		SAR, CVS PSS	FY 76	FY 78		100%	100%
RBS G-1.3.2	MS:	Encourage participation by representatives of national organizations in local councils.		AUX NBSAC	FY 76	FY 80		100%	100%

BEST DOCUMENT AVAILABLE//

SECTION IV

ANALYSIS

1. This section contains five sub-sections describing a qualitative and quantitative examination of RBS Program Goals, Milestones, and performance levels.

2. Sub-section IV.1 RBS PROGRAM DESCRIPTION contains a description of the RBS Program, methods of operation and a management decision making tool known as the Recreational Boating Risk Management System (RBRMS). At the end of this section a chart displaying the relationships between the program's Sub-objectives, Goals and Milestones (what we are attempting to accomplish), and the Program Standard Elements and Criteria (what functions are needed) is also included. The left-hand portion of the chart shows the Program Objective, Sub-objectives, Goals and Milestones. The central portion of the chart shows the thirteen RBS Program Standard Elements, each representing a specific function. The right hand portion of the chart shows the 33 Criteria.

3. Sub-section IV.2 ASSUMPTIONS contains assumptions used to facilitate analysis.

4. Sub-section IV.3 DETAILED ANALYSIS BY CRITERIA contains a detailed discussion for each Criterion of the Program Standard Elements. Included are the rationale behind the different levels of performance proposed, reasons why this criterion was chosen and discussion of possible alternatives.

5. Sub-section IV.4 ANALYSIS SUMMARY contains a summary by Criterion of the funding and resource hours available in 1983. For the most part this will be those hours expended in 1980, with adjustments to account for anticipated reprogramming. The analysis was based on the following assumptions:

a. Five resources were transferred from the RBS Boating Information Branch to the Public Affairs Program (due to the merging of the RBS and GAA Programs under one office).

b. In FY 81, 102 billets were reprogrammed away from the BOSDET portion of the RBS Program and the remaining BOSDET resources will be redirected to off-the-water activities.

c. By FY 82, six resources will be added to implement the Biaggi Bill. No other resources will be gained through the budgetary process through FY 82.

d. Sixteen additional resources will be added to the Auxiliary Program by FY 83.

This section also analyzes the differences between those resources required to meet a Criterion and those available in 1983 and in ten years (1992).

6. Sub-section IV.5 TIME PERIOD ANALYSIS reflects plans to achieve the Program Standard.

SECTION IV.1

RBS PROGRAM DESCRIPTION

1. Overview:

a. The Boating Safety Program is broad based, having direct impact on the states, manufacturers of boats and associated equipment, dealers, distributors and the boating public. The basic authority for the boating safety program is derived from the Federal Boat Safety Act of 1971 (FBSA). This act was intended by Congress to provide, in one statute, a comprehensive national program having three main objectives: cooperative Federal/state boating safety programs; improved boat design and construction; and, more flexible regulation of boat operation.

b. The Program utilizes Coast Guard resources (regular, reserve and civilians) and volunteer Auxiliary personnel, equipment and facilities. The Boating Safety Detachments (BOSDETs) are the operating arm of the Program. Beginning in FY 81, there will be 31 of these three-man units. Their activities cut across all elements of the Program. The Boating Safety Financial Assistance Program serves as a catalyst in the development and improvement of state boating safety enforcement and education activities, and enables the Coast Guard to play an inductive, coordinative and consultative role in the development of state boating safety programs.

2. Program Description: - In addition to the RBS Program Objective stated in Section 1, there are four program Sub-objectives. For each Sub-objective, Goals have been established, along with related Milestones. To accomplish the Milestones, Program Standard Elements have been established. The Criteria measure the extent to which of the Program Elements are accomplishing the related Milestones. There are nine Goals, thirty Milestones, thirteen Program Elements and thirty-three Criteria.

3. Program Sub-objectives, Goals, Milestones, Program Elements and Criteria:

a. SUB-OBJECTIVE ONE: - Reduce the risk from engineering design, and/or construction related deficiencies on boats and associated equipment.

(1). GOALS:

- Ensure that all new boats and associated equipment meet minimum safety related standards of performance; and

- Ensure that identified safety related defects are corrected.

(2). **MILESTONES:**

- Develop minimum mandatory and advisory safety standards,
- Conduct product testing;
- Conduct the factory visitation program;
- Administer the imported boats program;
- Provide technical information and guidance to the manufacturing community;
- Perform defect investigations; and
- Administer defect cases and campaigns.

(3). **PROGRAM STANDARD ELEMENTS:**

- Develop minimum standards and regulations;
- Conduct compliance monitoring function and administer associated campaigns;
- Administer civil penalties, non-compliance cases/campaigns;
- Provide technical information to the manufacturing community; and
- Perform defect investigations and administer the associated campaigns.

(4) **CRITERIA:**

- Develop necessary safety standards and operator regulations to reduce boater risk to an acceptable level;
- Test 100% of those boat types and appropriate associated equipment believed to be in noncompliance;
- Process 100% of imported boat declarations;
- Process 100% of the Notices of Boarding/Reports of Violation and manufacturer violations;
- Perform informal/technical visits and industry briefings to recreational boat manufacturers;
- Develop necessary design guidelines, demonstration hardware and pamphlets, and respond to initial inquiries from the manufacturing community;
- Investigate all potential safety related defects;

- Test 100% of those boat types and associated equipment found to have safety related defects; and

- Analyze 100% of reports received and monitor all active campaigns.

(5) BACKGROUND FOR SUB-OBJECTIVE ONE: - Through R&D, techniques are being developed to evaluate the impact that the various boating construction standards, voluntary standards, design guidelines, carriage and certifications of safety equipment and operator requirements have on the industry, consumers and government. As a result of this research correlating the impact of specific individual standards, operator requirements, education and enforcement programs with risk reduction (i.e. drop in fatality and accident rates) is possible. Currently only a determination of the impact of the overall RBS Program on the fatality rate is possible. (An annual decrease of about 10% from 1973 through 1979.) The construction standards issued to are just beginning to make a significant impact on boating accident statistics for two reasons:

First, the standards promulgated in 1972 (loading, powering, and basic flotation) merely helped maintain the status quo by forcing the less conscientious builder to come to the level of the voluntary standards which were already in existence; and

Second, the potentially most beneficial standards (level flotation, fuel, and electrical) did not become fully effective until 1 February 1979, and the ventilation standard did not become effective until 1 August 1980. Since all of these standards apply only to new construction, full realization of benefits will take about ten years.

On-going research and development has a high probability of identifying several additional beneficial construction standards. These are canoe flotation, level flotation for inboard boats, and perhaps improved versions of safe loading and safe powering. Based on existing production and accident rates, planned manufacturer construction standards are expected to reduce boating fatalities by at least 300 lives per year when fully effective. For the Boating Standards program to be viable, two things are required:

First, the regulations and standards issued must be beneficial and cost effective; and

Second, there must be some assurance that the majority of boats manufactured or imported for sale in this country are in compliance with these regulations and standards. This is accomplished by the following methods:

Education - Ensuring that manufacturers are aware of Federal requirements and current safety standards for recreational boat building. This is accomplished through factory visits, seminars, industry briefings, answering direct inquiries, and publication of notices, pamphlets and bulletins;

Evaluation - Ensuring that boats actually being sold are, in fact, built to the Federal standards and regulations. The tools to do this are compliance testing, factory visits, trade show exhibits, and evaluation of accident reports and consumer complaints;

Investigation - Determining if a particular product or design may contain a manufacturing or design defect which presents a substantial risk of injury to the public. This is accomplished through evaluation of accident reports and consumer complaints, product testing, and engineering analysis; and

Enforcement - Ensuring that once a manufacturer is found in violation of the Act that he takes corrective action and that appropriate penalties are levied if he does not. Factory visits are multi-purpose in that they provide an opportunity to educate the manufacturer, obtain feedback, and make an on-site inspection of boats and/or engineering data to determine compliance insofar as possible. Factory visits have three levels of intensity depending on the purpose to be served:

Factory Visits - Informal factory visits are "low key" and basically an educational effort;

Technical Visits - Technical factory visits are to monitor compliance and assess defect notification activities; and

Audits - Investigative audits are very formal, thorough investigation of a specific problem related to safety standards/regulations. Investigative audits are responses to "trouble" so 100% of these are made at the expense of technical visits; technical visits are of next importance and are made at the expense of informal visits.

Though the factory visits are in themselves preventative in that they are used not only to detect evidence of non-compliance but also to help prevent it, they cannot be the only method of checking for compliance since most of the regulations are stated in terms of performance. To determine the degree of compliance, or if a boat meets performance standards, requires actual testing. The testing program is conducted by contracting with an independent testing laboratory to purchase new recreational boats on the open market and test them for compliance with applicable regulations. The tests which are conducted are essentially nondestructive, although they will reduce the market value of a boat, and are designed to have high validity and be reproducible. After the tests are completed, the boats are sold at a GSA auction where historically approximately 40% of the boat cost has been recovered. Regulations concerning fuel and electrical systems, in some instances, require destructive testing reducing recovery after testing.

Benefits that are easily quantified and associated with compliance testing are:

- One of the primary measurable benefits of compliance testing is the defect campaigns which are initiated as a result of the testing. These require manufacturers to retrofit boats in the hands of consumers or in storage so that they will meet Federal standards. Defect campaigns often take more than a year to complete.

- Since the implementation of testing, 282 of 474 models of boats suspected of non-compliance with regulations, failed compliance testing. Of these failures, a non-compliance notification campaign was started for 174 models.

- By 1983, a sizable increase in demand for compliance testing and safety related defects is expected. An even greater correction rate per campaign and proportionate increases in compliance testing effectiveness is anticipated for the following reasons:

° The October 1976 amendments to the Federal Boat Safety Act required dealers to assist manufacturers in locating boat purchasers, alleviating one of the major problems in successfully completing a defect campaign;

° The boating industry is steadily becoming more aware of its responsibilities under Federal law;

° District offices are now capable of monitoring defect campaigns; and

° Civil administrative penalty procedures have been developed and delegated to the District Commanders.

The benefits that are not readily measurable probably exceed the measurable ones by several fold. Typical of these are:

- Manufacturers who fail a test are more likely to take the pains to ensure all subsequent production comply;

- A manufacturer who passes a test is also more likely to take additional pains to ensure subsequent production complies; and

- Industry awareness that boats are purchased on the open market and given precise, impartial tests probably results in tighter production controls when the boats are manufactured.

Increased manpower resources and funds will be required to meet the 1983 demand for compliance testing and for safety related defect and non-compliance campaigns. There are not enough current resources to provide manufacturers with all the technical information concerning boating standards such as level flotation, fuel and electrical standards and the cost beneficial standards provided through research and development. Therefore, even though the writing of new regulations will drop off after 1980, additional resources are needed to monitor existing regulations and to assist manufacturers with technical information so that they might more easily and readily comply with Federal standards.

b. SUB-OBJECTIVE TWO: - Reduce the risks from lack of safety equipment, operator inefficiency and lack of knowledge.

(1) GOALS:

- Expose boaters to Boating Safety informtion;

- Ensure that boat operators have participated in a Boating Safety education program; and

- Ensure that recreational boats are in compliance with mandatory carriage requirements.

[redacted]

(2) MILESTONES:

- Support Coast Guard Auxiliary activities;
- Establish news media contacts;
- Develop mass media campaigns;
- Visit key boat shows annually;
- Perform state liaison activities to encourage state education programs;
- Support and administer the Coast Guard Auxiliary;
- Develop "Minimum Education Guidelines" for boat operators;
- Coordinate activities for a National Education Program;
- Develop minimum Federal carriage requirements;
- Perform RBS on-the-water operations;
- Administer the Civil Administrative Penalty Program for boating law violations;
- Perform state liaison functions; and
- Perform training of Coast Guard, state and local enforcement personnel.

(3) PROGRAM STANDARD ELEMENTS:

- Administer civil penalties, non-compliance cases/campaigns;
- Perform state liaison for development of programs;
- Support and administer the Coast Guard Auxiliary;
- Coordinate the national boating safety education program;
- Perform boardings after SAR and enforcement training;
- Provide public information; and
- Develop minimum standards and regulations.

(4) CRITERIA:

- Visit key boat shows;
- Personally contact 100% of TV stations, 25% of the radio stations and 25% of newspapers/applicable magazines;

[redacted]

- Implement necessary mass media campaigns;

- Conduct visits to Auxiliary units;

- Process 100% of data reports and maintain Auxiliary personnel records;

- Provide administrative rulings, Courtesy Marine Examination (CME) Facility decals and public relations support;

- Cover 50% of Auxiliary patrols with Coast Guard orders;

- Provide technical review and support of public education courses/member training;

- Develop minimum education guidelines. Review 100% of courses submitted for compatability with "guide";

- Develop corrective actions for 100% of identified risks;

- Implement procedures to encourage nationwide offering of boating safety courses in the school system;

- Establish and maintain liaison with the State Boating Law Administrators;

- Attend 100% of all state legislative committee hearings on boating safety related bills and the five regional meetings of the State Boating Law Administrators;

- Organize and administer 12 district and state seminars;

- Process 100% of regatta patrol permits, and assure regattas are patrolled as necessary;

- Train Coast Guard, other Federal, state and local enforcement personnel; and

- Provide for boardings after assistance cases.

(5) BACKGROUND FOR SUB-OBJECTIVE TWO: - The Coast Guard Auxiliary is the civilian volunteer, non-military organization established by Congress to promote safety in recreational boating in the United States. The primary purpose of the establishment of the Coast Guard Auxiliary was to indoctrinate all owners and operators of small craft in safety requirements in the operation and navigation of small craft. A secondary purpose of the institution of the Auxiliary was to utilize the Auxiliary craft and personnel, after suitable training and indoctrination, in carrying out certain duties of the Coast Guard with particular reference to those concerned with the safety of navigation. Currently there are approximately 41,000 members of the Coast Guard Auxiliary. The Coast Guard provides administrative and training support, funding for fuel and audio/visual material and manuals for training, guides, pamphlets, posters,

decals, etc. Three cornerstones of the Auxiliary are public education, courtesy marine examinations (CME) and operations. Operations include safety and regatta patrols, search and rescue, pollution patrols and aids to navigation support. As a volunteer organization the benefits produced by the Auxiliary in relation to its estimated costs are tremendous, and a matter of record.

- The Auxiliary is the Coast Guard's primary direct public education outlet. Formal courses have been devised to attract all interest and age groups from the "Water 'N Kids" presentation and coloring book to the multi-lesson mainstays of "Boating Skills and Seamanship" and "Sailing and Seamanship." The Auxiliary trained 498,326 students in public boating courses in 1979. In addition to collaborating on the content of courses, the Coast Guard funds the production of accompanying slide presentations and other projects for their use. The Auxiliary's Courtesy Marine Examination (CME) and Marine Dealer Visit programs are indirect public education efforts. 270,311 CMEs were conducted in 1979 in an effort to educate the boat operator as to the condition of safety of the vessel and its equipment. On the other hand the Marine Dealer Visit program in effect established a distribution outlet for safety related publications and other materials at the dealer's place of business.

- Future plans call for the Auxiliary to have a greater role in Coast Guard activities. Increased activities will be in examination of recreational boats, public education programs, regatta patrols, support missions to the Coast Guard (e.g. clerical, transportation, etc.), public relations, recruiting, and augmentation of regular Coast Guard Search and Rescue facilities.

- Increased Auxiliary membership is needed by the Coast Guard to meet the needs of the ever growing boating public. The Nationwide Boating Survey indicates a need for increased public boating education classes and boat examinations. Analysis of survey shows:

° 20% of boating classes taken by primary operators were taught by the Auxiliary. This is nearly 50% higher than that of any other group;

° Upward trends of Auxiliary classes continues; and

° 50% of people who have not taken any boating courses indicated the desire to do so. This is over 5 million people and confirms the need to expand this effort.

- To carry out Coast Guard policy of voluntary education vs operator licensing, program momentum must be maintained. Auxiliary support is not only cost effective, but necessary.

- Public information efforts create a safety awareness and alerts the public regarding the availability of educational courses. Approximately fifteen radio and four TV spots are produced through outside contractors each year. In-house, a quarterly newsletter, several pamphlets and posters, approx-

[redacted]

imately thirty news releases each year, contributions to national magazines and slide talks and speeches are prepared. At an annual cost of approximately $100,000, over ten million dollars worth of radio and television time is realized from public service announcements. According to broadcasters, press releases and publications are widely distributed and utilized.

A substantial portion of the RBS public information effort is now being accomplished by the Public Affairs Support Program, which has been recently transferred into the Office of Boating, Public, and Consumer Affairs. The RBS Program has transferred resources to this program to assist them in their support.

- Participation in public gathering events by Coast Guard personnel to dispense boating safety information has proven to be a very cost-effective method of reaching the public and has grown into a full time boating safety activity.

- Media exposure and publicity for Coast Guard Recreational Boating Safety items becomes increasingly important with DOT Consumer Representation Plan implementation and the need to make boaters aware of the opportunity to participate in rule and decision making. Greater personnel requirements will become evident in the various Coast Guard Districts as they gear up to disseminate safety messages through the media.

- Effective liaison between the states and the Coast Guard assists the states in developing and administering comprehensive state boating safety programs, and encourages uniformity of state laws and regulations as mandated by the FBSA. state liaison is essential to improve the overall effectiveness of state boating education, training, enforcement, numbering, and casualty reporting systems through positive coordination of a uniform national boating safety program.

- Liaison helps to promote the most effective use of available resources, e.g., scheduling of educational courses and patrols to eliminate overlap. Such cooperation is essential to the efficient administration and execution of a nationwide boating safety program.

- Liaison is carried out at all levels. Coast Guard Headquarters is concerned with the national perspective, dealing primarily with the National Association of State Boating Law Administrators. In Coast Guard Districts, liaison is carried out at the administrative and operational levels, i.e., liaison is carried out by the State Liaison Officer, the Boating Safety Division Chief and by other division personnel. While at the operating level, the BOSDETs work closely with their state counterparts.

- In addition to meetings with State Boating Law Administrators and their national and regional associations, and attendance at state legislative committee hearings on boating safety bills and concerns, liaison also entails financial assistance program administration, training and joint patrols.

- By 1983, demand for visits to State Boating Law Administrators, attendance at state legislative hearings and administration of state and district seminars are not expected to increase.

- The 1976 Nationwide Boating Survey validated that 53.5% of all boat operating households are interested in taking a boating safety course. The Coast Guard has a responsibility to assure that proper courses are readily available and that safety information is transferred to the public in these courses. Also, the courses must be made appealing or more subtle media techniques should be used to reach those 46.5% of all boat operating households not interested in boating safety courses.

- Where a determination could be made from accident reports, it was found that operator action or inaction at some point in the chain of events leading up to the accident contributed to 80% of the fatal accidents. While boat safety standards or operator regulations, if adhered to, could have prevented many of these, application of safety knowledge by the operator could have prevented most of them. Therefore, the objective of boating safety education is to improve the operator's knowledge and skill in safety principles and practices. This can be accomplished by providing a coordinated public education program on boating safety. Recognizing that the Coast Guard does not have sufficient resources to implement a comprehensive national public education program and that state education programs will be limited (because of reduced Federal funding), coordination of existing resources will be required. The Coast Guard's policy is to accomplish the boating education objective by developing and utilizing all parties involved in education to their maximum effective potential and to ensure effective coordination nationwide.

- Joined with the Coast Guard and the Auxiliary in the task of providing effective education are the individual states, volunteer organizations such as the American Red Cross, Power Squadrons, representatives of the boating industry and other concerned interested organizations.

- Research and development in the education area has resulted in the following:

  - Automation of data analysis for educational objectives development;

  - Evaluation of what is best in techniques and media; and

  - Two prototype education programs for collision and loading related accidents.

- In FY 81, the data requirements necessary to develop education strategies will be ascertained. Revisions to the existing accident reporting systems which are required for effective educational program development will be identified. These efforts will be integrated to provide an overall framework which could be used to ensure the most effective utilization of education resources.

The results of this work will enable the states to expend funds to obtain the most benefit from a safety point of view. The desired methods involves the use of formal courses, correspondence courses, films, slides, pamphlets and manuals produced either directly by the Coast Guard or by full or partial funding to boating related organizations.

[redacted]

- The Coast Guard is not exclusively an educationalist. BOSDETs are continually traveling to boating areas and providing counseling and safety instruction. During the off-season they lecture in schools, providing guidance at boat shows, speaking to clubs or lodges or giving demonstrations of personal flotation devices (PFDs) and other safety devices.

- Some of the relationships formed by the Coast Guard, and the projects that make up the Coast Guard nationwide boating safety education program are:

  ° To encourage greater participation and uniformity by the states in boating safety, the Coast Guard has provided financial assistance to them under the FBSA. To qualify for this assistance the states needed to establish an education program on boating safety which have been reviewed and accepted by the Coast Guard. Most states have an education program, however, the loss of financial aid, even for a short time, is expected to produce several cutbacks in these programs;

  ° To share an education partnership with the Red Cross as well as collaborate in many other endeavors;

  ° To actively support the American Alliance for Physical Health, Education and Recreation. A common concern has been for educating the potential boat operator in an environment where he could learn and establish proper safety attitudes. The obvious place is in school but to have courses accepted by the academic community, it is necessary to have a boating teaching certification for teachers. The long range program is progressing satisfactorily and as a result several states now have credit courses in their grammar schools, high schools and colleges;

  ° To ally with the National Safety Council in approaching various education needs; and

  ° To recognize the importance to communities in the common usage of a recreational body of water and supporting the National Water Safety Congress in promoting Local Water Safety Councils throughout the country.

- To act as the leading exponent of boating safety on the Federal level, continually providing technical, administrative, and marketing consultation for boating education to interested individuals and other organizatons such as the U. S. Power Squadrons, U. S. Canoe Association, National Safe Boating Council, publishers, and engine and boat manufacturers.

It should also be noted that boating safety education assistance is provided to a number of foreign nations including the Bahamas, Australia, The Netherlands, New Zealand, and the USSR. Perhaps the most significant duty in the field of education is to coordinate all boating education programs and provide a sounding board for the many and varied organizatons which work in promoting boating safety. To this end an open and active dialogue with all

[redacted]

interested parties in order to ensure that the best interests of the boating public are served. The institution of an annual National Boating Safety Education Seminar drawing together prominent representatives of the general public, government, industry and voluntary organizations is a good illustration of coordination of these efforts. Also, a comprehensive boating safety library of printed and audio/visual materials is available.

-The Coast Guard has developed various programs to educate and train state and local enforcement personnel. The purpose of this training is to achieve more uniform enforcement of boating safety laws and upgrade the quality of safety patrols by state and local officers. Many states rely on officers whose primary duties lie outside of boating law enforcement and require the Coast Guard training to reinforce limited state training.

- The Coast Guard provides training to state boating and local enforcement officials, along with Coast Guard personnel, through its National Boating Safety School at Yorktown, Virginia and through sessions given on the West Coast. Additionally, BOSDETS provide courses around the nation at the request of the states. A third source of training available to the states from the Coast Guard is the Boating Safety Correspondence Course.

- The National Boating Safety School offers courses covering general law enforcement policy, accident investigation and techniques associated with boating safety. Although designed primarily to educate Coast Guard personnel, the courses are open to a limited number of other people with an interest in boating safety.

- BOSDETs also provide, on request, similar training for state and local officials nationwide. The length and content of this training can be modified to meet the needs and desires of the agency receiving the training. Although the Coast Guard encourages this training and has estimated that since the Act was passed BOSDETs have trained several hundred state and local enforcement personnel. However, not all states have requested such training.

- Training of state and other Federal agency personnel each year contributes to the uniform and positive enforcement of laws. The results are increased effectiveness. The intensive training programs in the Great Lakes states, which support one-third of the national recreational boating activities, were accompanied by drops in the fatality rates in those states.

- Training of Coast Guard and state personnel will continue to be essential because of personnel rotations and frequent changes in boating laws and program initiatives.

- The Coast Guard supplements the formal training through a program of joint patrols with state and local enforcement officials on waterways under joint jurisdiction. In a joint patrol, both Coast Guard and state or local enforcement officers carry out patrols in the same boat. These promote uniformity in boating law enforcement procedures. The joint patrols provide an ideal opportunity for the Coast Guard to conduct liaison work directly with the state patrol officers. This liaison is responsible for a good working relationship between the Coast Guard and the states. The mutual understandings developed have contributed to enhancing the state's view of their boating safety duties, thereby increasing the state's enthusiasm and effectiveness. The joint patrols also provide the Coast Guard's RBS Program Manager with information on the program at the local level. This liaison helps to promote the most effective use of available resources, e.g., scheduling of educational courses and patrols to eliminate overlap. Such cooperation is essential to the efficient administration and execution of a nationwide boating safety program.

- Law enforcement is a major focus of liaison activities. States must take the major share of on-the-water enforcement workload, because of limited Coast Guard manpower resources and the elimination of BOSDET on-the-water operations.

- Some Coast Guard safety patrols are necessary to ensure compliance with Federal boating requirements and to deter negligent operation. Boardings should be performed during safety patrols and after assistance has been rendered and reports of these boardings are necessary to measure the effectiveness of regulations. This on-the-water operational assistance is rendered by cutters and boats controlled by other operational programs. These units also supply regatta control support.

The following problems may be encountered because of the reduction of on-the-water activities:

- Limited Coast Guard/state coordination will jeopardize effective and uniform implementation of the FBSA of 71.

- The CG-4100 form is used as a data collection system and furnishes background information for a penalty assessment system. This system is a "must" to maintain the program of having Coast Guard units stop, board, and examine pleasure craft to inspect for compliance with Federal boating requirements. This system allows the Coast Guard to monitor the compliance level of state programs.

In the near term, fewer violations are expected to be given out by the Coast Guard, although the system will still be used to track the effectiveness of state enforcement.

Beginning with fiscal year 1981, the transfer of BOSDET activities from on-the-water patrols and associated operational support to training and education functions will be completed. The restructured BOSDETs will concentrate on achieving the following program requirements which are shown in order of priority:

Training Coast Guard/Reserve Units: BOSDET personnel will conduct 653 Boating Safety classes annually at selected stations and reserve units. Each 5 day course, involving all three members of the BOSDET, will require 140 man/hours (120 for course time and preparation, 20 for travel). 4,000 regulars and 1,835 reservists would receive basic qualification training annually, while 7,500 regulars and 2,600 reservists would receive recertification training.

Training State Personnel: Personnel will conduct 50 classes annually. Each 3 day course, involving all three BOSDET members, may include some joint patrols utilizing state boats. The typical course would require 96 hours (72 for class time and course preparation and 24 for travel). 500 state personnel would receive training annually, the number of trainees from each state would be dependant upon local needs and availability.

Training Auxiliarists: BOSDET personnel will conduct a variety of activities in support of Auxiliary training. They will conduct 200 (one for each Auxiliary Division) 8 hour basic qualification seminars annually, each seminar involving 2 BOSDET members requiring a total of 26 hours (18 in seminar time and preparation and 8 in travel). 350 2-hour requalification seminars will be conducted annually with each of the 700 Auxiliary flotillas hosting a seminar every other year. These seminars would also require 2 BOSDET members, and involve 10 hours (6 in seminar time and preparation and 4 in travel). In addition, BOSDET and BOSTEAM personnel will spend approximately 3 days per month in general Auxiliary operations training, planning and coordination activities.

Education - Boat Shows: BOSDETs will attend 50 major boat shows and 300 minor shows annually to disseminate boating safety information. Their activities may include checking new boats and equipment, on an informal basis for standards compliance. Each major boat show averaging five days in length, would require attendance by one BOSDET, and involve 142 hours (130 in attendance and preparation and 12 in travel). Each minor show would involve a BOSDET attending for three days, and would require 92 man/hours (80 in attendance and preparation and 12 in travel).

Education - Speaking Engagements: BOSDET and BOSTEAM personnel will make 3,360 public speaking engagements annually. These include public speeches to special groups, attendance at parades and other special public functions, and private presentations. Some engagements (parades, for example) may not require verbal presentations. Each engagement would involve one person (except for parades) and would require an average of 8 hours (5 for attendance and preparation and 3 for travel.

[redacted]

Media Contacts (Related to Education): BOSDET personnel will make 2,000 media contacts annually, for the purposes of disseminating boating safety information, and informing the local residents of the presence of boating safety personnel in the area. Media contracts include TV/radio stations, magazine and newspaper publishers, and media distributors. Each contact would involve an hour, and would be accomplished in conjunction with the other activities listed.

Maintenance of On-The-Water Proficiency: BOSDET personnel wil be required to retain their operational proficiency, even though they will not retain their operational boats. Some of their proficiency can be retained through conducting joint patrols with state personnel utilizing their boats. The majority of their proficiency training will have to be accomplished through joint patrols with SAR units, or BOSDET patrols utilizing SAR boats. These patrols would be taken in conjunction with the BOSDET SAR unit training, thus incurring no additional travel time or cost. One patrol per month per BOSDET would be required.

218,614 hours of BOSDET personnel resources would be required to accomplish all of these program requirments; 224,640 man/hours of resources will be available. Any additional available BOSDET resources could be utilized to accomplish the following activities:

- Conduct public boating safety courses.
- Attend state legislative meetings
- Attend seminars as part of state liaison activities
- Answer general information queries.
- Conduct informal factory/industry/dealer visits and vistis.
- Conduct accident investigations/studies.
- Review accident reports.
- Process CG-4100's.
- Process imported boat declarations.

BOSDET personnel will not accomplish any of the following activities.

- Process consumer complaints.
- Administer standards cases and campaigns.
- Conduct factory investigative audits.
- Support data processing/AUXIMIS activities.
- Conduct safety and enforcement patrols.
- RAMP-Dock boardings.
- Maintain/Repair boats.

c. SUB-OBJECTIVE THREE: - Ensure effective allocation and utilization of Federal, state and local boating resources.

(1) GOAL:

- Determine program requirements through effective analysis and data processing.

(2) **MILESTONES:**

- Perform accurate accident investigations;
- Implement effectiveness measurement programs; and
- Improve management information systems.

(3) **PROGRAM STANDARD ELEMENTS:**

- Perform accident investigations; and
- Improve management information systems and implement effectiveness measurement program.

(4) **CRITERIA:**

- Investigate 350 accidents per year in-depth and all fatalities on joint waters. (Approximately 900 per year.);
- Review/process all boating accident reports. (Approximately 6000 per year);
- Meet 100% of all requests for data processing and/or analysis;
- Process 100% of all transactions; and
- Perform necessary program development and analysis functions.

(5) **BACKGROUND FOR SUB-OBJECTIVE THREE:** - Boating accident investigation was upgraded in accordance with the recommendations of the National Transportation Safety Board and GAO. In FY 1974 Boating Accident Investigation Coordinators were established. All boating accident reports and investigations submitted by the states and Coast Guard Marine Safety/Inspection Offices are forwarded for review and coding. A Boating Accident Investigation Manual was completed in 1976 and a training program for using the manual was developed. In 1976 a Coast Guard manual, Boating Accident Investigator's Manual, CG-472 was promulgated. In December 1976 a Boating Accident Investigation Course was established at the National Boating Safety School, Yorktown, Virginia for training Coast Guard and state personnel in boating accident investigation. In 1977 the Coast Guard implemented a program to use specially trained personnel to investigate accidents. Obtaining reports on all boating accidents would not provide all data needed to trace the effectiveness of regulation or to identify boating accident trends. In addition to more complete and accurate accident reporting, good accident investigations are also needed. Information produced is critical to analysis of boating safety problems and resulting determination of priorities and direction to the Recreational Boating Operating and R&D Programs.

- The integrated elements of the Boating Safety Program contribute to the safety of operators, boats and equipment. The FBSA mandates Federal/state cooperation and assistance, and uniformity of laws and regulations. The scope of the program is so great that it should not be undertaken solely by the Federal government. The Coast Guard's role is viewed

[redacted]

as primarily a national boating safety coordinator, particularly regarding education and law enforcement, promoting the efficient use of all available resources. The establishment of construction and performance standards for boats and associated equipment must be national in scope. Therefore, this responsibility must be reserved for the Federal government.

- The basic Boating Safety Program elements are considered essential to carry out the provisions of the FBSA. The performance of the related roles requires that sufficient administrative resources, operational BOSDETs and the Auxiliary resources be applied, and that the expertise of these resources be maintained to ensure credibility and the ability to provide strong guidance.

- The functions are varied, yet complementary in achieving established safety goals and objectives. The Coast Guard could not abrogate its responsibilities in any of these areas without jeopardizing the progress made in improving boating safety.

- Research and Development work for program evaluation is underway to measure how essential Program Standard Elements are contributing to the overall RBS Program Goals. These techniques will enable an evaluation with a high degree of certainty of the future impacts of Coast Guard actions in standards, enforcement and education. More detailed information relative to how each program activity interacts with others to determine where and how to set priorities is necessary.

° A Management Information System (MIS) is essential to analyze the large amount of data collected for the RBS Program. The MIS needs for the RBS Program are varied, e.g.,:

° Collect, process and analyze boating, boating populations, boats, and boat manufacturer data;

° Process and respond to information requests from manufacturers and dealers;

° Assist in selection of boats for product testing or actual testing;

° Effectively monitor civil penalty cases;

° Effectively analyze consumer complaints, SAR data, accident investigations, and manufacturer data for existing defects;

° Improve computerized mailing lists;

° Promote efficient allocation of Federal, state and local resources collecting and analyzing Boarding Reports (CG-4100) data;

° Enhance AUXMIS sufficiently to streamline processing, simplify steps by districts and provide required management information;

° Facilitate analysis and issuance of water use and regatta permits;

[redacted]

° Provide data processing support for Auxiliary supply system;

° Enhance support for processing Custom Declarations to provide for district needs; and

° Provide Headquarters/districts computer shared data bases applications and services.

- The existing MIS is improving but still fails to meet all current needs. Only with valid data can effective program management decisions be made and an increased effort in collection, coding, verifying and analyzing all data used for decision making in the RBS program is essential.

d. SUB-OBJECTIVE FOUR: - Encourage greater uniformity, cooperation and participation among Federal agencies, state and local entities.

(1) GOALS:

- Ensure all states and territories adopt and administer effective Boating programs;

- Promote expanded state boating law enforcement efforts and phase down Coast Guard enforcement activities; and

- Coordinate the development of local water safety councils.

(2) MILESTONES:

- Perform state liaison functions;

- Administer state financial assistance program;

- Train state and local enforcement personnel;

- Standardize all boating laws and regulations;

- Coordinate the development of implementation guidelines; and

- Encourage participation by representatives of national organizations in local councils.

(3) PROGRAM STANDARD ELEMENTS:

- Coordinate the National Boating Safety Education Program;

- Perform RBS on-the-water operations and enforcement training; and

- Administer the state financial assistance program and administer the "5%" Grant Program.

(4) CRITERIA:

- Develop a minimum education guide. Review 100% of courses submitted for compatability with "guide";

- Develop corrective actions for 100% of identified risks;

- Implement procedures to encourage nationwide offering of boating safety courses in the school system;

- Process 100% of regatta permits and assure regattas are patrolled as necessary;

- Train Coast Guard, other Federal, state and local enforcement personnel;

- Provide for boardings after assistance cases;

- Review 100% of the grant reports and monitor state assistance program. Investigate possible continutation of the "5%" Grant Program; and

- Perform periodic and close-out audits.

(5) BACKGROUND FOR SUB-OBJECTIVE FOUR: - Pursuant to DOT and OMB guidance, the initial state financial assistance program was phased out in FY 80. Funds were appropriated through FY 1979, which must be expended by the end of FY 1982. Activities relating to this program are aimed at close-out audits of each state's grants. The Recreational Boating Safety and Facilities Improvement Act of 1980 extends and expands the financial provisions of the RBS State Assistance Program. The initial financial assistance program has proven to be very successful encouraging the states to develop Boating Safety Programs which were compatible with RBS Program goals.

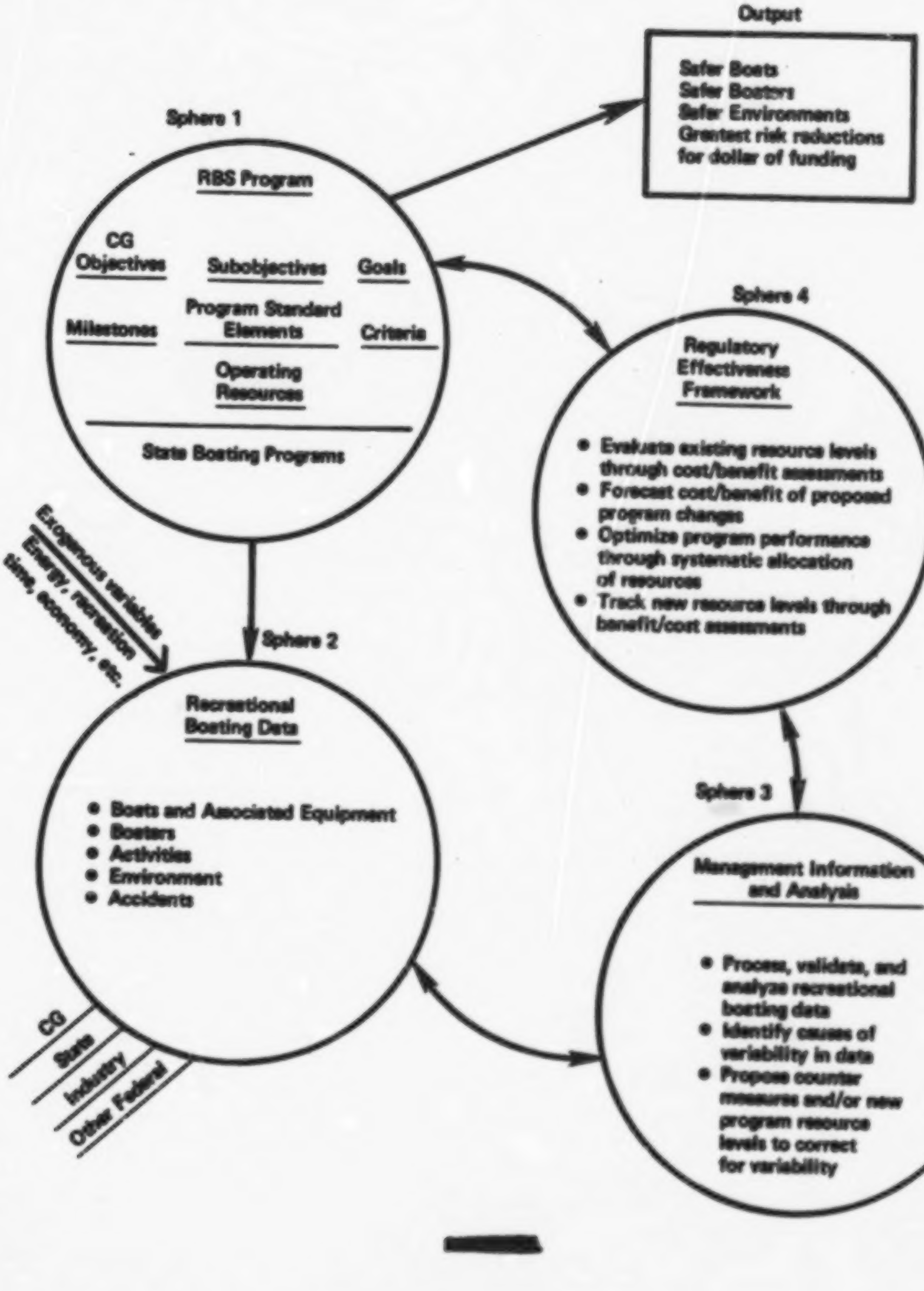
- Implementation of enforcement and education resource allocation models will result in the most cost effective expenditure of limited Federal, state and local boating safety resources. These models will become increasingly more important in future years as a greater number of public agencies vie for the limited public resources available.

- State liaison remains essential to promote uniformity and cooperation in achieving mutual safety objectives.

4. Recreational Boating Risk Management System (RBRMS):

a. Overview: The RBS program is so broad based and complex that a decision analysis tool that could link the levels and mix of the various program activities to the corresponding costs and level of risk to the boaters was needed in order to ascertain how well the RBS Program is doing to meet its objective. The use of this tool, combined with the measured judgement of the RBS Program Manager, would make a firm foundation on which to base program activity levels. A flow chart of the RBS Risk Management System is reflected on the next page.

RBS Risk Management System


Output
Safer Boats
Safer Boaters
Safer Environments
Greatest risk reductions
for dollar of funding
Sphere 1
RBS Program
CG Objectives
Subobjectives
Goals
Milestones
Program Standard Elements
Criteria
Operating Resources
State Boating Programs
Exogenous variables
Energy, recreation
time, economy, etc.
Sphere 2
Recreational Boating Data
Boats and Associated Equipment
Boaters
Activities
Environment
Accidents
CG
State
Industry
Other Federal
Sphere 4
Regulatory Effectiveness Framework
Evaluate existing resource levels through cost/benefit assessments
Forecast cost/benefit of proposed program changes
Optimize program performance through systematic allocation of resources
Track new resource levels through benefit/cost assessments
Sphere 3
Management Information and Analysis
Process, validate, and analyze recreational boating data
Identify causes of variability in data
Propose counter measures and/or new program resource levels to correct for variability

b. Narrative Description of RBRMS: - The following narrative will describe the four working spheres in the system and the output sphere (Reduced Risk Levels to Boaters).

- Working Sphere 1 - Existing RBS Program Objective together with state boating programs.

- Note that the RBS program supports the states and the states contribute to the RBS program objective. This sphere includes operating resources for the Coast Guard and state programs.

- Working Sphere 2 - Recreational Boating Data.

- This sphere contains data on boats, boaters, safety equipment, other equipment, the boating environment, and accidents. Sources of these data include the Coast Guard, industry, states, and other Federal agencies. Note that Sphere 1 influences the amount and type of data in Sphere 2. Through program activities, the number of boats and boaters and also the types of boating activity undertaken could be changed. Of course, a reduction in the number of accidents is reduced through the programs promulgated. Also, Sphere 2 does not directly influence Sphere 1. Changes in boating data will only be realized as program changes after careful causal analysis (Sphere 3) and countermeasure evaluation (Sphere 4).

- Working Sphere 3 - Management Information and Analysis.

- This sphere includes processing, verifying, and analyzing the data in Spheres 1 and 2. In the analysis of these data, cause identification is the first task. For example, if collision accidents have increased by 20% this year, what caused this? If the number of boats has increased by 25% this year, is increased enforcement activity necessary? The next task is to develop alternate safety activity levels. For example, various combinations of traffic management, enforcement, and education activities might serve for the collision example above. Using Sphere 4, we would then evaluate the various combinations of safety activities in terms of costs and benefits. Note that Sphere 2 and 3 are interdependent.

- Working Sphere 4 - Regulatory Effectiveness Framework.

- This sphere is the key to the Risk Management System. Within it, lies the technology to predict and track the costs and benefits of various combinations of safety activities and of the effectiveness of changes in program activity levels versus the status quo. Note that Spheres 3 and 4 are interdependent. Without regulatory effectiveness, the program changes in Sphere 3 cannot be measured. Without cause identification and alternative safety activities identification, effectiveness measurement have no meaning. Sphere 4 will result in recommendations for changes in program operating resources based on a comprehensive analysis of regulatory alternatives that will result in changes to Sphere 1. Sphere 4 includes:

- Baseline Program Performance Levels - Evaluation of existing operating resources through cost/benefit assessments;

- Sensitivity Analysis - Forecast of benefits/costs of proposed changes from Sphere 3;

- System Allocation - Optimization of program performance through use of dynamic programming on various costs of operating resources at different levels; and

- Updated Program Performance Level - Tracking of effectiveness of new program operating resources through benefit/cost assessments.

c. Summary: The RBRMS provides the Coast Guard with the following:

(1) A well defined, integrated approach to safety problem definition, and countermeasure identification, feasibility, and development;

(2) A formal process for the integration of results of cost and benefit analyses into the RBS program and a formal process for in-depth management review of programs under development;

(3) A uniform state-of-the-art set of criteria, procedures, and approved techniques for cost and benefit prediction and tracking in order to minimize the dangers of "advocacy analysis"; and

(4) A framework to evaluate performance at various resource levels so that the best allocation of operating resources can be made to improve program performance.

(a) Perspective on the RBRMS: - The proper and mutually beneficial utilization of resources, whether they be human or material, will ensure continued success. This concept is the backbone of the RBS Risk Management system. With this System, it is hoped to provide the maximum benefit within the budget constraints of the RBS program.

R&D project inputs will result in the development of safety programs that will be integrated into the RBS program. The Regulatory Effectiveness Methodology will then be used to identify the impacts in terms of benefits and cost of all program activities available. The Risk Management System will permit the best selection of activities to be made. A simplified hypothetical example of this selection procedure is provided on the next page.

PROBLEMS - - -	Fires/Explosions				Capsizing/Swampings				Collisions			
ALTERNATIVES	Benefit	Cost	B/C	ΔB/ΔC	Benefit	Cost	B/C	ΔB/ΔC	Benefit	Cost	B/C	ΔB/ΔC
1	15	10	1.50	1.5	30	10	3.00	3.0	16	10	1.60	1.6
2	31	20	1.55	1.6	55	20	2.75	2.5	34	20	1.70	1.8
3	49	30	1.63	1.8	77	30	2.57	2.2	54	30	1.80	2.0
4	68	40	1.70	1.9	98	40	2.45	2.1	78	40	1.90	2.2
5	88	50	1.76	2.0	118	50	2.36	2.0	101	50	2.02	2.5
6	108	60	1.80	2.0	137	60	2.28	1.9	123	60	2.05	2.2
7	127	70	1.81	1.9	155	70	2.21	1.8	143	70	2.04	2.0
8	145	80	1.81	1.8	171	80	2.14	1.6	161	80	2.01	1.8
9	162	90	1.80	1.7	187	90	2.08	1.6	177	90	1.97	1.6
10	178	100	1.78	1.6	203	100	2.03	1.6	193	100	1.93	1.6

NOTE: B/ C = Benefit divided by cost.

[redacted]

In the chart on the previous page there are ten alternative program activities to be evaluated within each of the three problem areas. Each alternative has been evaluated for costs and benefits using the Regulatory Effectiveness Methodology. Maximizing the benefit to cost ratios, Activity 7 or 8 for Fires/Explosions would be chosen, together with Activity 1 for capsizing/swapings and Activity 6 for collisions. Suppose the RBS program had 150 units of funding. The "maximum benefit/cost ratio first" policy would yield benefits of 145+30+123=298 for a cost of 150. Yet, using dynamic programming, the Coast Guard could obtain benefits of (155+161=316) by funding Activity 7 for capsizing/swampings and Activity 8 for collisions. This example shows the importance of considering a program from a systems viewpoint.

The Coast Guard could use the same approach in allocating funds throughout all its programs and then select alternative activities from all programs from a system point of view. Note that the "maximum benefit to cost ratio first" is not a bad policy. Policies that ignore accident records and other data, that do not utilize field investigators or that are based purely upon political considerations could well yield negative results. However, a policy based on optimizing from a systems point of view using dynamic programming will yield considerable additional benefits at no extra cost to the taxpayer.

(2) Advantages of the RBRMS: - The development of the Recreational Boating Risk Management System will place the Coast Guard in a superior position to other effectiveness estimation programs within the Department of Transportation. There is an overwhelming tendency in the use of this type of analysis to produce a number for the predicted cost or benefit. Rarely is this possible to do without assumptions. Usually, such assumptions are made arbitrarily. The Risk Management System provides the framework for an analyst to address alternative assumptions, inadequacies in the data base, negative impacts of program activities and other sources of error or biased analysis. A range of cost/benefit estimates will be provided for a range of reasonable assumptions so that the analyst can evaluate the effects of various assumptions, arrive at a decision as to which assumptions to make, and finally observe the result of the calculations based on the Program Manager's assumptions. The procedures for analysis will be highly visible and all reasonable alternatives will be considered. Finally, the Risk Management System will enable the Program Manager to develop the optimal RBS program policy based on mix of activities and resources to obtain the greatest reduction in risk for funding level available. The proper selection and determination of resource level for the various program activities will result in considerable additional benefits to the public at no additional cost.

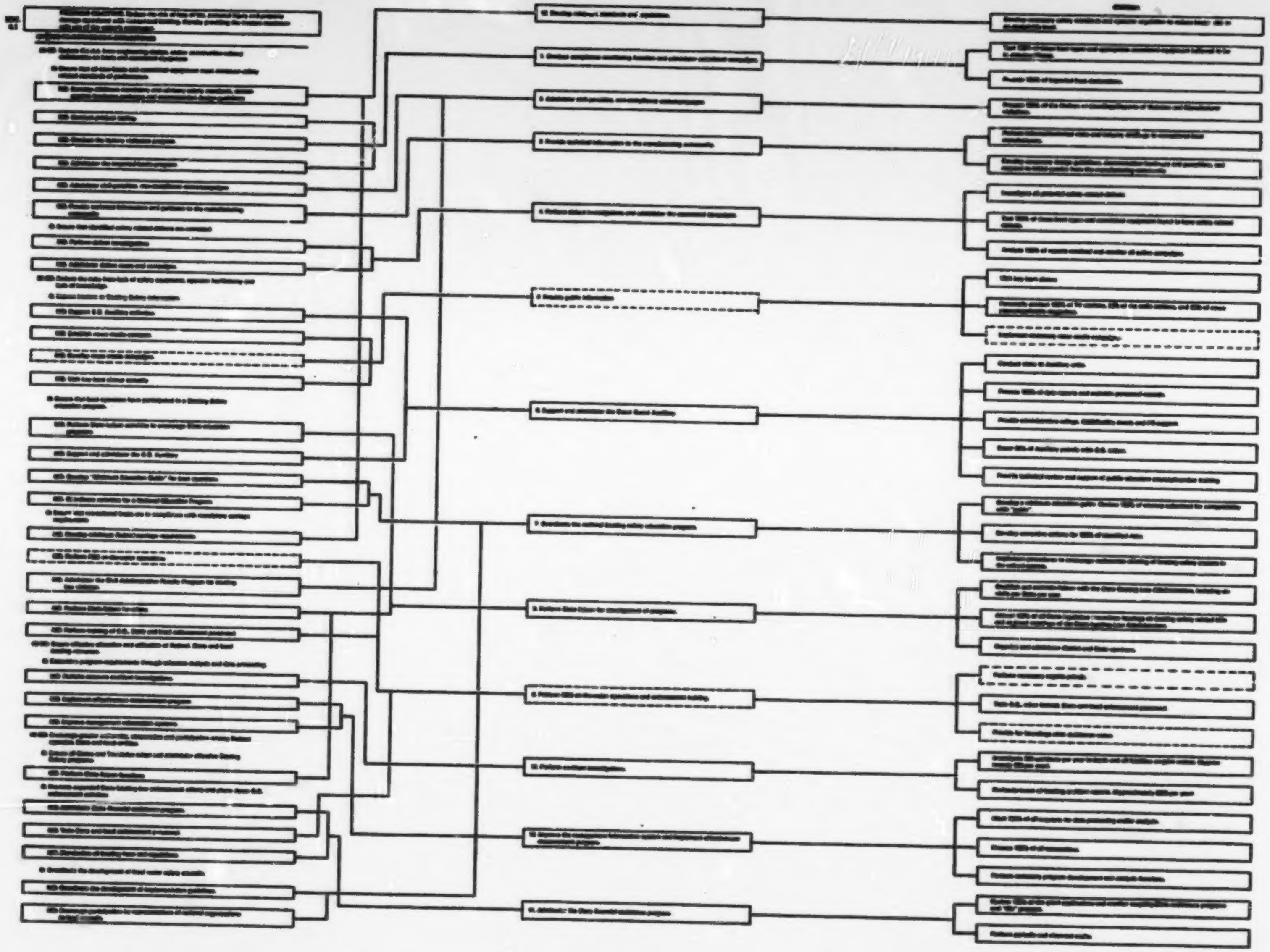
(3). RBRMS Development:

FY79	FY80	FY81	FY82	Jan 1982
	Advanced Development		Testing and Evaluation	
	RBRMS		RBRMS Completed	

The RBS Program will begin using the RBRMS in FY 81 to develop cost/benefit prediction and tracking of various alternatives in program activities. Advanced development will include the consideration of human factors, education, and enforcement activities as they relate to program development.

The chart on the next page displays the relationships between the RBS Program's Sub-objectives, Goals and Milestones (what we are attempting to accomplish), the Program Standard Elements (what type of activity is needed to accomplish the Milestones) and the Criteria (what specific function or activity is required). Those Milestones, Elements and Criteria with dotted lines instead of solid lines represent areas whose responsibility for accomplishment lies outside the RBS Program.

PROGRAM STANDARD ELEMENTS



38

BEST DOCUMENT AVAILABLE

ASSUMPTIONS

1. Level A represents the optimum level of performance desired in 1992.

2. Level C represents the expected level of effort possible in 1992 if only current (1983) manpower resources are available. This also assumes no overtime.

3. Level E represents the expected level possible in 1992 if planned resources through 1985 are available. This also assumes no overtime would be expected.

4. A conversion factor of 1920 hours for each year was used.

5. Certain Criteria are included, which, though necessary to accomplish the RBS Program Objectives, are not under the control of the RBS Program Manager. The Criteria requirements are developed and displayed in Section IV.3 although they are not included in internal RBS Program requirements as displayed in Section IV.4 and IV.5.

6. Standard personnel costs are not included in required funding.

7. The costs of inflation have been ignored.

NOTE:

1. Sections IV.3, IV.4, and IV.5 use the "Criteria" as the basis for all analyses. Each of the Criteria is numbered to establish a standard reference.

SECTION IV.3

DETAILED ANALYSIS BY CRITERIA

1. Expanatory Notes:

a. All RBS Program personnel resources have been accounted for. Certain Headquarters resources were prorated among the Criteria, i.e., the RBS Program Director, Manager and their secretaries, were prorated across all 33 Criteria, while division chiefs were prorated across only those Criteria directly related to their division's functions.

b. Only those funds identified as being expended for the RBS Program are shown. RBS funds diverted to other Programs are not accounted for. Other funds expended on behalf of the Program are covered in Section VI.

c. Current demand is an estimate of those resources required in FY 83 based on experience and projected needs.

2. Criteria Listing:

1.a. Test 100% of those boat types and appropriate associated equipment believed to be in non-compliance.
1.b. Process 100% of imported boat declarations.
2.a. Perform informal/technical visits and industry briefings to recreational boat manufacturers.
2.b. Develop necessary design guidelines, demonstration hardware, pamphlets and respond to technicial queries from the manufacturing community.
3.a. Process 100% of the Notices of Boarding/Reports of Violation and Manufacturers violations.
4.a. Investigate all potential safety related defects.
4.b. Test 100% of those boat types and associated equipment found to have safety related defects.
4.c. Analyze 100% of reports received and monitor all active campaigns.
5.a. Establish and maintain liaison with State Boating Law Administrators, including six visits per state per year.
5.b. Attend 100% of all state legislative committee hearings on boating safety related bills, and five regional meetings of State Boating Law Administrators
5.c. Organize and administer twelve district and state seminars.
6.a. Conduct visits to Auxiliary units.
6.b. Process 100% of data reports and maintain Auxiliary personnel records.
6.c. Provide administrative rulings, Courtesy Marine Examination facility decals and public relations support.
6.d. Cover 50% of Auxiliary patrols with Coast Guard orders.
6.e. Provide technical review and support of public education courses and member training.
7.a. Develop a minimum education guide. Review 100% of courses submitted for compatibility with "guide."
7.b. Develop corrective actions for 100% of identified risks.

[redacted]

7.c. Implement procedures to encourage boating safety courses in the school system.
8.a. Process regatta permits and ensure regattas are patrolled as necessary.
8.b. Train Coast Guard, other Federal, state and local enforcement personnel.
8.c. Provide for boardings after assistance cases.
9.a. Visits key boat shows.
9.b. Visit 100% of TV stations, 25% of radio stations, and 25% of newspapers/applicable magazines.
9.c. Implement necessary mass media campaigns.
10.a. Investigate 350 accidents per year in-depth and all fatalities on joint waters.
10.b. Review/process all (approximately 6000 per year) boating accident reports.
11.a. Review 100% of the grant applications and monitor on-going grant projects.
11.b. Perform periodic and close-out audits.
12.a. Develop necessary safety standards and operator regulations to reduce boater's risk to an acceptable level.
13.a. Meet 100% of all requests for data processing and/or analysis.
13.b. Process 100% of all ADP transactions.
13.c. Perform necessary program development and analysis functions.

a. ABBREVIATED VERSION OF CRITERIA

1.a. Compliance tests
1.b. Imported boat declarations
2.a. Visit & brief manufacturers
2.b. Develop responses to queries from manufacturers
3.a. Process violations
4.a. Investigate potential safety defects
4.b. Analyze defect campaigns
4.c. Test defective boats
5.a. State liaison
5.b. Attend state hearings
5.c. Organize & administer dist and state seminars
6.a. Conduct visits to AUX units
6.b. Process reports & records for the AUX
6.c. Provide rulings, decals and PR support for the AUX
6.d. Cover AUX patrols with CG orders
6.e. Review & support for AUX courses & training
7.a. Develop education guide
7.b. Develop corrective action for risks
7.c. Encourage school boating safety courses
8.a. Process regatta permits and patrol as necessary
8.b. Train enforcement personnel
8.c. Provide for boardings
9.a. Visit key boat shows
9.b. Contact TV & radio stations & newspapers
9.c. Implement mass media campaigns
10.a. Investigate accidents on joint waters
10.b. Review accident RPTs/state investigations

[redacted]

11.a. Review grant applications & projects
11.b. Perform periodic & close-out audits
12.a. Develop safety standards & regulations
13.a. Meet requests for data processing/analysis
13.b. Process data for CG transactions
13.c. Perform program development & analysis

3. A detailed description of each of the Criteria follows on successive pages:

[redacted]

CRITERION 1.a : Test 100% of those boat types and appropriate associated equipment believed to be in non-compliance.

SUBCRITERIA :

JUSTIFICATION : Non-compliance is in relation to manufacturing safety standards issued by Chief, Office of Boating, Public, and Consumer Affairs. Boats or associated equipment believed to be in non-compliance with these regulations are identified by boating standards personnel in the various districts while they are visiting boat shows or while engaged in the factory visits. These boat models or equipment are then purchased on the open market and tested usually by a facility contracted by the Coast Guard, to test for non-compliance. Once identified, correction of the non-compliance is sought. FBSA of 1971, Sec. 8, states, "The Secretary may . . . delegate . . . any . . . test necessary for compliance enforcement . . . ." This testing has been delegated to Commandant, USCG.

ALTERNATIVE(S) : (1) Some form of testing is required to validate that a particular boat model is not complying with regulations. This testing could be done by Coast Guard personnel but would require building a testing facility and acquiring new resources, which are not available.

(2) It may also be acceptable to merely require manufacturers to test their own boats. However, manufacturers now certify that their boats are in compliance, and there is no method to validate this certification.

[redacted]

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION	SUMMARY	
HQ: 80 boats per year @ 96 Hrs/boat = 7,680 Hrs	HQ HOURS	7,680
	DIST HOURS	4,416
	TOTAL HOURS	12,096

(80 boats/yr) x ($4.5K/boat) = $360K
Misc. component testing = 340K
Associated travel = 14K
$714K

1983 DEMAND	DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
	HOURS :	557	768	384	115	1248	269	480	422	77	96	00	00	= 4,416 Hrs

Associated Travel = $9.0K

SUMMARY	
HQ FUNDS	$714.0K
DIST FUNDS	9.0K
TOTAL FUNDS	$723.0K

RATIONALE, COMPUTATION	SUMMARY	
HQ: 100 boats per year @ 128 Hrs/boat = 12,800 Hrs	HQ HOURS	12,800
	DIST HOURS	7,373
	TOTAL HOURS	20,173

100 boats/yr including misc. component testing and associated travel = $1,190.0K

1992 DEMAND	DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
	HOURS :	922	1306	653	192	2074	461	806	690	115	154	00	00	= 7,373 Hrs

Associated Travel = $15.4K

SUMMARY	
HQ FUNDS	$1,190.0K
DIST FUNDS	15.4K
TOTAL FUNDS	$1,205.4K

*District personnel requirements were based on number, location, and size of boat and associated equipment manufacturers within each district.

CRITERION 1.b. : Process 100% of imported boat declarations.

SUBCRITERIA :

JUSTIFICATION : When a boat is imported, the U. S. Customs Service requires the filing of Form CG-5096 for all boats in non-compliance with regulations. This process takes the place of the factory visits for domestic manufacturers. The form is forwarded to CGHQ for data processing and then forwarded to the district in which the importer is located to ensure corrective action is taken to bring the boat into compliance. Authority for this program is derived from 19 CFR 12.

ALTERNATIVE(S) : The alternative is to include importers in our factory visits as we do domestic manufacturers. However, large numbers of imported boats are shipped directly to purchasers and are never seen by major importers, so these boats would be difficult to locate without processing the U.S. Customs Service form.

[redacted]

CRITERION 1.b. (CONTINUED)

RESOURCE REQUIREMENTS

	RATIONALE, COMPUTATIONS	SUMMARY	
1983 DEMAND	HQ: Review international agreements, write and review regulations, maintain liaison with U. S. Customs Service = 2 Personnel Resources = 3,840 Hours	HQ HOURS	3,840
		DIST HOURS	11,520
		TOTAL HOURS	15,360
	DISTRICT: Review approximately 10,000 declarations/Yr for Districts 3, 5, 8, 9, 11 and 13 = 11,520 Hours.	HQ FUNDS	-
		DIST FUNDS	-
		TOTAL FUNDS	-
1992 DEMAND	HQ: No change	HQ HOURS	3,840
		DIST HOURS	23,040
		TOTAL HOURS	26,880
	DISTRICT: Review approximately 20,000 declaration/Yr for Districts 3, 5, 8, 9, 11 and 13 = 23,040 Hours.	HQ FUNDS	-
		DIST FUNDS	-
		TOTAL FUNDS	-

CRITERION 2.a : Perform informal/technical visits and industry briefings to recreational boat manufacturers.

SUBCRITERIA : Visit major dealers and distributors.

JUSTIFICATION : These visits and briefings are in support of various Criteria. First, they provide direct contact with manufacturers to provide information and answer questions. The visits provide a means of educating manufacturers concerning existing and pending regulations. They also provide a means of identifying defective or non-complying boats. These allow manufacturers another way of providing input to the regulation drafting process. Informal and technical factory visits are defined in the Boating Standards Manual (COMDINST M16761.2).

FBSA of 1971, Sec. 8 ". . . The Secretary may . . . delegate . . . any . . . function respecting the examinaton (and) inspection . . . for compliance." FBSA, Sec. 14, ". . . A manufacturer shall . . . permit (inspection of) . . . factories or other facilities, books, papers, records, and documents."

ALTERNATIVE(S) : The educational portion could be accomplished through written materials and phone conversations, as a good deal of it is currently being accomplished. Information is being disseminated through Boating Safety Circulars, in part. Manufacturers are provided an opportunity to participate in proposed regulations during the drafting process. However, personal contact with the manufacturer provides better information in all of these areas.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS	SUMMARY

Formal Factory Visits	Informal Factory Visits	Dealer Visits
8 Hrs @ Factory	2 Hrs @ Factory	1 Hr @ Dealer
2 Hrs Travel	2 Hrs Travel	1 Hr Travel
2 Hrs Prep	1 Hr Prep	- Hr Prep
12 Hrs/Visit	5 Hrs/Visit	2 Hrs/Visit

HQ HOURS	768
DIST HOURS	88,219
TOTAL HOURS	88,987

1983 DEMAND

There are currently 2,600 Factories and 22,000 Dealers.

HQ: Perform Technical Factory Visits and administer Factory/Dealer visit Criteria = 768 Hrs/Yr

Associated Travel Funds = $3.0K

HQ FUNDS	$3.0
DIST FUNDS	301.1
TOTAL FUNDS	304.1

DISTRICT: 2,600 Formal Factory Visits x 12 Hrs/Visit = 31,219 Hrs
2,600 Informal Factory Visits x 5 Hrs/Visit = 13,000 Hrs
22,000 Dealers x 2 Hrs/Visit = 44,000 Hrs
88,219 Hrs

Workload Summary:

DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
HOURS :	3,800	8,700	1,100	6,800	11,550	10,100	6,300	19,250	5,700	13,500	719	700	= 88,219 Hrs

Associated Travel = $301.1K

Projections indicate that there will an approximate 40% increase in factories and dealers in 1992.

HQ HOURS	1,075
DIST HOURS	106,168
TOTAL HOURS	107,243

HQ: Same as above = 1,075 Hrs/Yr

Associated Travel = $4.2K

HQ FUNDS	$ 4.2K
DIST FUNDS	345.3K
TOTAL FUNDS	$349.5K

1992 DEMAND

DIST: Formal Factory Visits 43,707 Hrs
Informal Factory and Dealer Visits 1/ 62,461 Hrs
106,168 Hrs

Associated Travel = $345.3K 1/

1/ Increased portion of dealer vists to be taken over by CG Auxiliarists, especiall those a great distance from RBS facilities.

[redacted]

CRITERION 2.b. : Develop necessary design guidelines, demonstration hardware, pamphlets and respond to technical queries from the manufacturing community.

SUBCRITERIA :

JUSTIFICATION : Design guidelines, demonstration hardware, and pamphlets are developed for Standard Regulations to aid in the understanding and compliance with technical standards. Since it is expected that the number of new regulations will diminish with time, these aspects will correspondingly diminish. The level will eventually drop to that of maintenance and revisions due to standards, amendments and changes.

ALTERNATIVE(S) : Generally, these functions have been contracted out for actual development. A more costly alternative would be to develop the guidelines in-house.

CRITERION 2.b (CONTINUED)

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION — SUMMARY

1983 DEMAND

HQ:

Test procedures	480 Hrs/Yr
Design guidelines	960 Hrs/Yr
Design hardware	240 Hrs/Yr
Administration	150 Hrs/Yr
TOTAL	1830 Hrs/Yr

Associated Travel = $120.0K

DISTRICT: N/A

HQ HOURS	1,830
DIST HOURS	-
TOTAL HOURS	1,830
HQ FUNDS	$120.0K
DIST FUNDS	-
TOTAL FUNDS	$120.0K

1992 DEMAND

HQ: A workload reduction is predicted due to an anticipated reduction in the promulgation of new standards.

Test Procedures	97 Hrs/Yr
Design Guideline	194 Hrs/Yr
Design Hardwarde	49 Hrs/Yr
Administration	30 Hrs/Yr
TOTAL	370 Hrs/Yr

Associated Travel = $22.8K

DISTRICT: N/A

HQ HOURS	370
DIST HOURS	-
TOTAL HOURS	370
HQ FUNDS	$22.8K
DIST FUNDS	-
TOTAL FUNDS	$22.8K

CRITERION 3.a. : Process 100% of the Notices of Boardings/Reports of Violation and manufacturer violations.

SUBCRITERIA : (1) Process 100% of the Manufacturer Violations.
(2) Process 100% of the Notices of Boarding/Reports of Violation

---

JUSTIFICATION : FBSA, Sec. 12(a) states ". . . that no person shall . . . manufacture . . . any boat . . . unless . . . it conforms with regulations." FBSA, Sec. 35 allows for penalties for violations. Potential manufacturer violations of the FBSA are generally discovered through the factory visits conducted by district personnel and/or through boat testing. One-hundred percent of the violations discovered are processed to retain useful data and to ensure that the provisions of the FBSA are followed. To ensure proper penalties are assessed, 100% of the violations are required to be processed. In order to enforce non-manufacturer regulation, a system to administer the violations and data must be established. The CG-4100 form serves as a data collection instrument and furnishes background information needed for a penalty assessment system. This type of system is a "must" for the Coast Guard to ensure compliance with Federal boating requirements. This method is used to check the compliance level of the states' programs. To maintain this system, a form that can be completed and issued on the spot is required, and if a violation is involved, can be handled through the mail by a central location.

ALTERNATIVE(S) : (1) A system could be set up through local Federal magistrates or state courts to have anyone receiving a boating violation on the 4100 form to appear in that court for disposition of the violation. Any data collection could be done using a separate form and forwarding it directly to the Office's requiring the information. This alternative is not acceptable as locations of Federal magistrates vary and no firm program has been established between the CG and the Justice Department. It also is not acceptable as data would be inconsistently recorded.

(2) The Coast Guard could cease issuing CG-4100s for recreational boat equipment violations and issue violations only for the regulations not covered by a state law. This would reduce the number of 4100s issued. This alternative is not acceptable as it would provide no method to monitor states enforcement coverage.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION | **SUMMARY**

HQ: Monitor cases/campaigns = 960 Hrs/Yr
Administrative support = 80 Hrs/Yr
TOTAL 1,040 Hrs/Yr

Forms printing cost = $6.0K
Associated Travel = 8.0K
TOTAL = $14.0K

1983 DEMAND

DISTRICT: (1) Monitor cases/campaigns : No resource Hr are required due to multi-purpose factory visits which are reported under Criteria 2.a.

Associated Travel = $10K.

(2) Processing Notices of Violation: The elimination of on-the-water enforcement activities by the BOSDETs will reduce the number of boardings to 25,000/yr. 25,000 boardings (18,000 w/no violations, 7,000 w/violations) require 1 Hr processing time for each report = 25,000 Hrs.

HQ HOURS	1,040
DIST HOURS	25,000
TOTAL HOURS	26,040

HQ FUNDS	$14K
DIST FUNDS	10K
TOTAL FUNDS	$24K

HQ: (1) Monitor cases/campaigns: 1440 Hrs/Yr (50% increase in technical workload) Administrative support 80 Hrs/Yr
Total = 1,520 Hrs.

Associated Travel = $12.0K

(2) Forms printing cost = $4.0K
TOTAL $16.0K

1993 DEMAND

DISTRICTS: (1) Monitor cases/campaigns: Associated travel support to be reduced by half as HQ resource support is proportionately increased = $5K. No resource Hrs required

(2) Processing Notices of Violation: Workload will be reduced by half to 12,500 Hrs/Yr. as state activities increase = 12,500 Hrs

HQS HOURS	1,520
DIST HOURS	12,500
TOTAL HOURS	14,020

HQ FUNDS	$16K
DIST FUNDS	5K
TOTAL FUNDS	$21K

[redacted] 52

CRITERION 4.a : Investigate all potential safety related defects.

SUBCRITERIA :

JUSTIFICATION : Defects may be identified through accident reports, consumer complaints, factory visits and/or boat testing. Since defects are defined as creating substantial risk of injury to the public, it is very important that these be identified and corrected.

FBSA, Sec. 15(a) states: "If through . . . investigation . . . (it is determined that) any boat . . . contains a defect . . . the manufacturer . . . of such defect . . . shall be notify." The manufacturer is then required to correct the defect.

ALTERNATIVE(S) : Rely on other sources for the collection of data and investigations pertaining to defects such as state agencies, CG Auxiliary, insurance company reports, etc. This is not acceptable since Federal laws should be enforced by Federal agencies.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION — SUMMARY

HQ: (10 trips/Yr) x (16 Hrs/trip) = 160 Hrs/Yr
(10 trips/Yr) x ($100/trip) = $1.0K/Yr

	DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
1983 DEMAND	HOURS :	883	3225	1805	1018	1152	1882	2438	1882	883	1690	00	00	= 16,858 Hrs/yr

Associated Travel = $35.1

HQ HOURS	160
DIST HOURS	16,858
TOTAL HOURS	17,018
HQ FUNDS	$1.0K
DIST FUNDS	35.1K
TOTAL FUNDS	$36.1K

1992 DEMAND

HQ: (15 Trip/Yr) x (16 Hrs/Trip) = 240 Hrs
(15 Trip/Yr) x ($100/Trip) = $1.5K

DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
HOURS :	1325	4838	2707	1517	1728	2822	3667	2822	1325	2535	00	00	= 5,286 Hrs/Yr

Associated Travel = $52.7K

HQ HOURS	240
DIST HOURS	25,286
TOTAL HOURS	25,526
HQ FUNDS	$1.5K
DIST FUNDS	52.7K
TOTAL FUNDS	$54.2K

CRITERION 4.b. : Analyze 100% of reports received and monitor all active campaigns.

SUBCRITERIA :

JUSTIFICATON : Narrative reports of possible defects or non-compliance cases are received at HQ and a decision is made to conduct testing, start a campaign, return to district for further analysis, or take no action but file for future reference. Once a campaign is started, it is monitored until it is closed by Chief, Boating Technical Division.

Section 15(d) of the FBSA requires manufacturers to supply certain information in support of their compliance. It also allows for processing penalties provided in Section 35 of the FBSA.

ALTERNATIVE(S) : None

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION | **SUMMARY**

1983 DEMAND

HQ: Monitor cases/campaigns = 5 resources x 1920 Hrs = 9,600 Hrs

DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
HOURS :	1000	1272	1070	348	2160	210	598	3036	252	556	00	00	= 10,502 Hrs

Associated travel funds to follow up on selected campaigns = $2.0K.

HQ HOURS	9,600
DIST HOURS	10,502
TOTAL HOURS	20,102
HQ FUNDS	-
DIST FUNDS	2.0K
TOTAL FUNDS	$2.0K

1992 DEMAND

HQ: Boat testing activities will increase as more boats are built to the new standards. The associated increase in reports/campaigns will result in the need for a 50% increase in personnel resources = 15,240 Hrs.

DISTRICT:	1	2	3	5	7	8	9	11	12	13	14	17	
HOURS :	1500	1908	1805	522	3240	315	897	4554	378	834	00	00	= 15,753 Hrs

Associated travel Funds = $2.3K

HQ HOURS	15,240
DIST HOURS	15,753
TOTAL HOURS	30,993
HQ FUNDS	-
DIST FUNDS	2.3K
TOTAL FUNDS	$2.3K

CRITERION 4.c. : Test 100% of those boat types and associated equipment found to have safety related defects.

SUBCRITERIA :

JUSTIFICATON : Section 15(e) of the FBSA states, ". . . if through testing . . . any boat or associated equipment . . . contains a defect which relates to safety . . . the manufacturer shall be notified." A safety related defect is one that creates ". . . a substantial risk of personal injury to the public . . . ." These defects may be identified by reviewing accident statistics, visiting the manufacturer, consumer complaints, and/or compliance testing. Once a boat model has been identified as possibly containing a safety defect, a sample of this model is purchased and subjected to whatever tests may be required to validate whether or not a defect exists. Once identified, correction of the defect is sought.

ALTERNATIVE(S) : Some form of testing is required to document defects found and reported to manufacturers. Utilizing in-house resources is not cost effective and is not an acceptable alternative.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION

SUMMARY

1983 DEMAND

HQ: 5 boats/yr x 20.0K/boat = $100K/yr
2 personnel/yr x 1920 Hrs/yr = 3,840 Hrs

DISTRICT: None

HQ HOURS	3,840
DIST HOURS	-
TOTAL HOURS	3,840
HQ FUNDS	$100.0K
DIST FUNDS	-
TOTAL FUNDS	$100.0K

1992 DEMAND

HQ: 15 boat/yr x $20K/boat = $300.0K
7.5 personnel/yr x 1920 Hrs/yr = 14,400

Increase is due to number of boats being manufactured to the specifications of standards/regulations.

DISTRICT: None

HQ HOURS	14,400
DIST HOURS	-
TOTAL HOURS	14,400
HQ FUNDS	$300.0K
DIST FUNDS	-
TOTAL FUNDS	$300.0K

[redacted]

CRITERION 5.a. : Establish and maintain liaison with State Boating Law Administrators, including six visits/contacts per state per year.

SUBCRITERIA :

JUSTIFICATION : State contacts must be made to coordinate state and Coast Guard programs which are mandated in Section 2 of FBSA of 1971. Liaison at all levels is essential to promote conformity and coordination of Federal and state programs. Field level coordination is essential to standardize inspection and enforcement policies. Continued, constant liaison is required at district level to monitor state and Coast Guard cooperative programs. The Coast Guard must continue to provide numbering facilities in those states which have no approved numbering system.

ALTERNATIVE : Depend on NASBLA and regional SBLA meetings for coordinating efforts - reduce number of trips to SBLAs and encourage more coordinating efforts at field level. This alternative is not desirable as continuous contact and liaison is required at all levels, particularly with the loss of financial assistance.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS | **SUMMARY**

1983 DEMAND

HQ: Liaison demand = 1.25 personnel/yr
Numbering activities = 6.00 personnel/yr
Administrative support = .75 personnel/yr
Total = 8.00 Personnel/Yr x 1,920 = 15,360 Hrs

Printing support = $16.0K
Associated Travel = $10.0K
Total $26.0K

DISTRICT:

SBLA VISIT
17 Hrs at SBLA
4 Hrs travel
21 Hrs/visit

(1) 6 visits to each of 55 SBLAs: 330 visits at 21 Hrs/visit = 6,930 Hrs.
(2) 200 Hrs for special activities for the Trust Territories of the Pacific Islands.
(3) 480 Hrs district staff liaison support per district = 5,760 Hrs.
(4) Field level contract liaison at BOSDET level) = 17,328 Hrs.
(5) Numbering activities (1st, 13th, 14th, & 17th Districts = 4,780 Hrs.

Total Hrs (1, 2, 3, 4 & 5) = 34,998

Travel and support funds = $90.0K.

SUMMARY

HQ HOURS	15,360
DIST HOURS	34,998
TOTAL HOURS	50,358

HQ FUNDS	26.0K
DIST FUNDS	90.0K
TOTAL FUNDS	$116.0K

1992 DEMAND

HQ: Numbering activities (6 personnel/yrs of effort) will be taken over by the states/jurisdictions.

Liaison Demand = 1.00 personnel/yr
Administrative Support = .42 personnel/yr
Total = 1.42 personnel/yr x 1,920 = 2,709 Hrs

Printing Support = $16.0K
Associated Travel = 10.0K
Total = $26.0K

DISTRICT: Numbering activities to be taken over by the states/jurisdictions (savings of 4,780 Hrs/yr).

SUMMARY

HQ HOURS	2,709
DIST HOURS	30,218
TOTAL HOURS	32,927

HQ FUNDS	26.0K
DIST FUNDS	90.0K
TOTAL FUNDS	$116.0K

CRITERION 5.b. : Attend 100% of all state legislative committee hearings on boating safety related bills, and regional meetings of State Boating Law Administrators.

SUBCRITERIA :

JUSTIFICATION : Section 25 of the FBSA encourages states to participate in promulgating more consistent laws. Section 32 permits consulting with the states in carrying out certain responsibilities under the Act. The attendance at these meetings/hearings promotes joint cooperation between the Coast Guard and the states in ensuring/formulating uniform boating safety laws and regulations.

ALTERNATIVE(S) : Have the states forward all proposed changes to laws to CGHQ for review.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS

SUMMARY

District and HQ personnel are required to attend annual SBLA meetings to assist in their planning. District personnel are required to to attend meetings w/state officials at the invitation of the SBLAs, to discuss any proposed state boating regulations.

HQ HOURS	2,400
DIST HOURS	5,920
TOTAL HOURS	8,320

HQ FUNDS	$7.0K
DIST FUNDS	42.8K
TOTAL FUNDS	$49.8K

1983 DEMAND

HQ: Avg. SBLA meeting requires 8 personnel.

Meeting = 36 Hrs
Preparation = 16 Hrs
Travel = 8 Hrs
Total 60 Hrs

5 meetings/yr = 60 x 5 = 300 Hrs x 8 per = 2,400 Hrs

$7.0K in Associated Travel Funds.

DISTRICT: Avg. SBLA meeting requires 2 personnel @ each meeting.

Meeting = 36 Hrs
Preparation = 16 Hrs
Travel = 8 Hrs
Total 60 Hrs x 5 meeting/yr = 300 Hrs x 2 per = 600 Hrs

Visit state/legislative hearings, 1 trip to each state/yr

Meeting = 40 Hrs
Preparation = 24 Hrs
Admin = 19 Hrs
Travel = 12 Hrs
Total 95 Hrs

56 meeting/yr = 95 x 56 = 5,320 Hrs

$42.8K in Associated Travel Funds.

1992 DEMAND

The demand will remain the same.

HQ HOURS	2,400
DIST HOURS	5,920
TOTAL HOURS	8,320

HQ FUNDS	7.0K
DIST FUNDS	42.8K
TOTAL FUNDS	$49.8K

CRITERION 5.c. : Organize and administer district and state seminars.

SUBCRITERIA :

JUSTIFICATION : Seminars enhance Coast Guard and state cooperative efforts in boating safety programs and provide an opportunity and platform for all local agencies involved in boating safety. They permit discussion of localized problems, enhance chances for solutions, agreements, working arrangements, etc. Personnel who are attending will be working together, implementing ideas. They permit local people to assemble and discuss localized problems. This system encourages participation by the states. These seminars are conveniently located within the district to encouarge maximum state attendance. This provides a setting for a higher degree of reciprocity and comity among all jurisdictions and close cooperation and assistance between Coast Guard and the states in developing, administering, and enforcing Federal and state laws and regulations pertaining to boating safety. The former HQ-held seminars were too large and cumbersome to effectively permit discussion of local/district problems. The district-sponsored seminars enable participation of CG and local personnel who are involved in the local programs.

ALTERNATIVE(S) :

(1) HQ can hold a large seminar and invite district members and all interested parties from the area. This type of approach has proved cumbersome and ineffective and was discontinued in favor of the local district seminars.

(2) Conduct partial intrastate (mini) seminars for local law enforcement and educational personnel.

(3) Have HQ encourage BOSDET/BOSTEAM members to attend field level state meetings and vice versa.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS | **SUMMARY**

1983 DEMAND

Seminars average 40 Hrs in duration. Eleven seminars are held annually (one per CONUS district, with the 2nd CG District hosting two.) Each seminar requires 52 Hrs per participant (40 Hrs attendance + 12 Hrs travel).

HQ: 2 personnel are required for each of 11 seminars:

11 seminars = 1,144 Hrs
Prep/Admin = 360 Hrs
Total 1,504 Hrs

Associated Travel funds $6.9K

DISTRICT: Personnel are required for each of 11 seminars:

Meetings = 5,720 Hrs
Prep time = 3,520 Hrs
Admin = 480 Hrs
Total 9,720 Hrs

Associated Travel funds $44.6K.

NOTE: G-PTE provides $30K OG-56 funds to partially cover costs of Seminars.

SUMMARY	
HQ HOURS	1,504
DIST HOURS	9,720
TOTAL HOURS	11,224
HQ FUNDS	$6.9K
DIST FUNDS	44.6K
TOTAL FUNDS	$51.5K

1992 DEMAND

HQ: Demand will remain the same.

DISTRICT: Demand will remain the same.

SUMMARY	
HQ HOURS	1,504
DIST HOURS	9,720
TOTAL HOURS	11,224
HQ. FUNDS	$6.9K
DIST FUNDS	44.6K
TOTAL FUNDS	$51.5K

[redacted]

CRITERION 6.a. : Conduct visits to Auxiliary units.

SUBCRITERIA :

JUSTIFICATION : 14 USC 821 established the Coast Guard Auxiliary as a non-military organization administered by the Coast Guard. In order to provide proper guidance and motivation to the Auxiliary, continued Coast Guard and Auxiliary interaction is required. By sending representatives from the Chief Director's Office to the Auxiliary Districts and Regions, the needed guidance for the Auxiliary can be obtained as well as promoting a more harmonious working relationship with the Coast Guard. The concept of the "Coast Guard Family" is furthered by the visits from Coast Guard Headquarters personnel. The Auxiliarist is a volunteer without pay. Therefore motivation, morale, reward, and a sense of belonging must be supplied by the Coast Guard. These things, as well as a fuller utilization of the Auxiliary are achieved through the interaction of the Auxiliary and Coast Guard personnel. Increased awareness of the Recreational Boating Safety Program and better coordination of SAR support programs are achieved through the increased coordination brought about by this interaction.

ALTERNATIVE(S) : Should face-to-face interaction with Coast Guard personnel be impractical, the only alternative would be to place a greater emphasis on training, printed materials, and establishment of a membership ceiling for the Auxiliary. Training at the national level must be followed by an adequate downward flow of information. Additional training schools and Auxiliary instructor classes would be required.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

HQ:
- 1 person to visit each of 18 Aux. Dist./Regions annually:
  (4 Hrs prep + 4 Hrs travel + 8 Hrs part) x 18 visits = 288 Hrs
- 2 personnel to attend 60 Aux field conferences/meetings:
- (24 Hrs prep + 8 Hrs travel + 32 Hrs part) x 60 visits = 3,840 Hrs
- 15 personnel to attend the Nat' Conf:
  (40 Hrs part + 8 Hrs travel) x 15 personnel = 720 Hrs
- Planning and coordination: = 372 Hrs

Total = 5,220 Hrs

- Associated Travel funds = $150.0K (Includes $52.5K in HQs controlled funds for 15 HQs, 50 Dist., and 10 Aux. personnel to attend Nat' Conf).

DISTRICT:
- 1 meeting w/HQ personnel at each of 18 Aux. Dist/Regions:
  18 meetings x 6 persons x 16 Hrs per meeting = 1,728 Hrs
- 6 personnel to attend 120 conferences/meetings: 32 Hrs per meeting = 23,040 Hrs
- 1 person to visit each of 700 flotillas twice annually:
  (2 Hrs prep + 2 Hrs travel + 8 Hrs participation) x 1,400 = 16,800 Hrs
- 50 personnel to participate in the Nat' Conf: 50 persons x 48 Hrs = 2,400 Hrs
- Dist. Dir. planning of conf/meetings: = 1,919 Hrs
- BOSTEAM resources:
  - 200 (1 for each Aux. Div.) 8 Hrs basic qual. seminars (26 Hrs each) = 5,200 Hrs
  - 350 (1 for each flotilla every other year) qual. Sem. (10 Hrs each) = 3,500 Hrs
  - Adm & planning (3 days per month per Dist.) = 3,456 Hrs

Total = 58,043 Hrs

- Associated Travel funds = $125.0K.

SUMMARY

HQ HOURS	5,220
DIST HOURS	58,043
TOTAL HOURS	63,263
HQ FUNDS	$150.0K
DIST FUNDS	125.0K
TOTAL FUNDS	$275.0K

1992 DEMAND

HQ: Effort to remain the same. The number of Aux. visits and conferences to remain constant.

DISTRICT: Effort will increase proportionate to flotilla growth (estimated at 20% in 1992) = 58,043 x 1.20 = 69,652

Associated travel = $150.0K

SUMMARY

HQ HOURS	5,220
DIST HOURS	69,652
TOTAL HOURS	74,872
HQ FUNDS	150.0K
DIST FUNDS	150.0K
TOTAL FUNDS	$300.0K

[redacted]

BEST DOCUMENT AVAILABLE

CRITERION 6.b. : Process 100% of data reports and maintain Auxiliary personnel records.

SUBCRITERIA :

JUSTIFICATION : The Auxiliary Management Information System (AUXMIS) is the basic planning, supporting, and administration tool of the entire Auxiliary program. The system provides all users with the quick, up-to-date information needed to manage the Auxiliary. Detailed personal and activity data can be accessed by users at any time. The man-hours once spent on research and compiling information are no longer necessary as data can be accessed in a matter of minutes. Where labels were once typed individually, the system provides labels for the whole of the Auxiliary in a matter of minutes. Where reports were once sporadic and outdated, the system now provides timely reports on a routine basis, and records are updated every week. Individual members and units are continually advised of their activities. Reverting to an alternate system such as the manual system, can only hinder the efectiveness of the Auxiliary management.

ALTERNATIVE(S) : (1) Revert to the manual system used prior to 1975. (This is not acceptable, as it would be a step backwards. The Auxiliary members/staff would not accept the paperwork, and the required information would be neither timely nor accurate.)

(2) Contract out for the data processing. (The costs of contracting out for the system are higher than the costs for keeping the existing in-house one. Some Coast Guard staff would have to be retained to monitor the system.)

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

It is necessary to verify reported data as the input will be provided by 46,000 non-ADP oriented Auxiliary volunteers.

HQ: Input, plus program maintenance, training evaluations, and analysis = 5,140 Hrs

Funds for AUXMIS contracting support & forms printing costs = $22.0K

DISTRICT: Input, plus program maintenance, training evaluations, and analysis = 169,916 Hrs

Hour estimates are based on work-load data submitted through existing reporting system.

Funds for AUXMIS support & forms printing costs = $66.0K

HQ HOURS	5,140
DIST HOURS	169,916
TOTAL HOURS	175,056
HQ FUNDS	$22.0K
DIST FUNDS	66.0K
TOTAL FUNDS	$88.0K

1992 DEMAND

ADP demands are expected to increase to provide adequate program administration. A 50% increase is expected in AUXMIS reporting functions.

HQ: Input, plus program maintenance, training evaluations, and analysis = 7,710 Hrs, 630 Hrs required for training of HQ personnel. Total = 8,340 Hrs.

Funds for AUXMIS contracting support & forms printing costs = $33.0K

DISTRICT: Input, plus program maintenance, training evaluations, and analysis = 254,874 Hrs, less an anticipated savings of 15,043 Hrs due to consolidation of AUXMIS computer terminal facilities = 239,831 Hrs.

Funds for AUXMIS support and forms printing cost = $99.0K

HQ HOURS	8,340
DIST HOURS	239,831
TOTAL HOURS	248,171
HQ FUNDS	$33.0K
DIST FUNDS	99.0K
TOTAL FUNDS	$132.0K

CRITERION 6.c. : Provide administrative rulings, CME/facility decals and PR support.

SUBCRITERIA :

JUSTIFICATION : Administrative rulings must be provided at Headquarters and district levels to ensure a standard program as approved by the Commandant. Decals and PR support are provided for promoting boating safety nationally. Basic program support requires that Headquarters personnel support the district Auxiliary administrators by answering difficult or unusual questions. Decals for the CME programs must be provided by Headquarters for sake of uniformity and budgetary purposes. The PR program must be supported to provide proper guidance and to preclude the possibility of incorrect information being promulgated to the public.

ALTERNATIVE(S) : NONE

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS | SUMMARY

The nature of the complex Auxiliary program is such that many hours are spent by district and headquarters staffs assisting the "para-professional" volunteers. Coast Guard administrations must meet the availability time schedule of the membership and provide direction and material as required, particularly to new members in remote areas. Current effort is four man years at Headquarters.

1983 DEMAND HQ: 4 personnel resources required to provide program guidance = 7,680 Hrs.

Funds required for (1) Decals = $40.0K
(2) PR Support = 14.0K
(3) Staff Travel = 5.0K
Total $59.0K

DISTRICT: Resources required to administer program, down to local flotilla levels = 131,949 Hrs.

Funds required for (1) PR Support = $ 4.06K
(2) Printing = 100.0K
(3) Staff Travel = 30.0K
Total $176.0K

SUMMARY	
HQ HOURS	7,680
DIST HOURS	131,949
TOTAL HOURS	139,629
HQ FUNDS	$59.0K
DIST FUNDS	176.0K
TOTAL FUNDS	$235.0K

1992 DEMAND Because the Auxiliary will continue to grow (particularly in areas where no Coast Guard forces exist) more direction and material will be necessary to support our volunteer representatives. Because of their organization, this will be necessary at Headquarters and district levels.

HQ: 9 personnel resources required to provide program guidance = 17,280 Hrs.

Funds required for (1) Decals = $52.0K
(2) PR Support = 14.0K
(3) Staff Travel = 5.0K
Total $71.0K

DISTRICT: 25$ increase in resources required to administer program, down to flotilla level = 164,937 Hrs.

Funds required for (1) PR Support = $ 46.0K
(2) Printing = 135.0K
(3) Staff Travel = 30.0K
Total $211.0K

SUMMARY	
HQ HOURS	17,280
DIST HOURS	164,937
TOTAL HOURS	182,217
HQ FUNDS	71.0K
DIST FUNDS	211.0K
TOTAL FUNDS	$282.0K

CRITERION 6.d. : Cover 50% of Auxiliary patrols with CG orders.

SUBCRITERIA : Cover 25% of Auxiliary patrols with non-reimbursable CG orders.

JUSTIFICATION : Coast Guard units are having difficulty meeting SAR and regatta patrol commitments due to the increasing number of recreational boats. For years Auxiliarists have been assisting in the conduct of SAR and regatta patrol missions. In some areas Auxiliary facilities handle as much as 85 to 100 percent of the workload. Traditionally, many of these patrols were voluntary and all expenses were born by the Auxiliarist. Because of increased fuel and repair costs, it has been necessary to issue increasing numbers of safety and regatta patrol orders. With the necessity to reduce CG fuel consumption while continuing to meet the commitment to the public, it will be necessary to issue even greater numbers of patrol orders. In an effort to keep cost down, a category of non-reimbursable orders has been approved. Many Auxiliarists will pay the expense of fuel if the CG gives them protection against damage or loss of facility. While this helps to keep the cost down, personnel are still necessary to administer the program and to issue orders. Changes in the energy picture may necessitate revision of criteria.

ALTERNATIVE(S) : Greater operational participation by states is an acceptable alternative. However, because pleasure boating is seasonal in most states, it is likely that the services of the Coast Guard and its Auxiliary will continue to be requested. In addition, most states are unable to provide adequate resources.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

To meet the demands of Auxiliary Operations, resources are required at Headquarters and in the districts to provide orders, plan, budget, develop training material and administer the program.

HQ: Resources required to provide program direction & support to the field = 3,475 Hrs.

Funds required for (1) Printing = $50.0K
(2) Travel = 10.0K
(3) Limited support for reimbursable orders = 17.0K
Total $77.0K

DISTRICT: Resources required to provide orders & administer program = 65,975 Hrs
Funds required for (1) Printing = $20.0K
(2) Travel = 10.0K
(3) Reimbursement to Auxiliarists on orders = 1,093.0K
Total $1,123.0K

SUMMARY	
HQ HOURS	3,475
DIST HOURS	65,975
TOTAL HOURS	69,450
HQ FUNDS	$77.0K
DIST FUNDS	1,123.0K
TOTAL FUNDS	$1,200.0K

1992 DEMAND

C.G. Auxiliary operations expected to double, with respective increases in CG support at less than a direct, proportionate rate.

HQ: One additional personnel resource required to provide program direction and support to the field = 5,395 Hrs.
Funds required for (1) Printing = $100.0K
(2) Travel = 10.0K
(3) Limited support for reimbursable orders = 25.0K
Total $135.0K

DISTRICT: Resources required to provide orders and administer program = 131,949 Hrs.
Funds required for (1) Printing = $40.0K
(2) Travel = 20.0K
(3) Reimbursement to Auxiliarists on orders = 1,805.0K
Total $1,865.0K

SUMMARY	
HQ HOURS	5,395
DIST HOURS	131,949
TOTAL HOURS	137,344
HQ FUNDS	$135.0K
DIST FUNDS	1,865.0K
TOTAL FUNDS	$2,000.0K

CRITERION 6.e. : Provide technical review and support of public education courses and member training.

SUBCRITERIA :

JUSTIFICATION : As the Auxiliary grows and increases its support of CG programs, more member training material will be needed. New courses will be developed in order that the Auxiliary will be able to fulfill its growing role. To reduce accidents by teaching safe boating practices to the public, the Coast Guard must assist the Auxiliary by qualifying instructors and reviewing their education material. While this will take resources, it is nevertheless highly cost-effective and in the public's interest to do so.

ALTERNATIVE(S) : Auxiliary growth could be curtailed. However, at this point in time, it would adversely affect the program because more instructors and student enrollees must be reached.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS	SUMMARY

1983 DEMAND

HQ: Prepare and review public education materials = 5,760 Hrs
Administrative support = 5,095 Hrs
Total 10,855 Hrs

Printing and distribution cost = $295.0K

DISTRICT: Review public education materials = 6,923 Hrs
Printing and distribution cost = $44.0K

HQ HOURS	10,855
DIST HOURS	6,923
TOTAL HOURS	17,778
HQ FUNDS	295.0K
DIST FUNDS	44.0K
TOTAL FUNDS	$339.0K

1992 DEMAND

Resource needs will increase commensurate with the increase in the Auxiliary and the additional operational requirements placed upon it, including greatly increased training support of Auxiliarists who participate in augmenting operational units.

HQ: Prepare and review public education materials = 9,600 Hrs
Administrative support = 5,255 Hrs
Total 14,855 Hrs

Printing and distribution cost = $536.0K

DISTRICT: Review public education materials = 7,962 Hrs
Printing and distribution cost = $51.0K

HQ HOURS	14,855
DIST HOURS	7,962
TOTAL HOURS	22,817
HQ FUNDS	536.0K
DIST FUNDS	51.0K
TOTAL FUNDS	$587.0K

CRITERION 7.a. : Develop a minimum education guide. Review 100% of courses submitted for compatibility with guide.

SUBCRITERIA :

—

JUSTIFICATION : Technical review of material is necessary to insure that at least "minimum required education" and latest information is being taught nationally. With proliferation of boating education materials by various organizations, it is necessary to standardize course material and update information. This means that our liaison effort will increase. However, the advantage to this approach is that we will reach more people with our safe boating message, hopefully reduce accidents, have a degree of control over what is being taught, and be able to measure our success.

ALTERNATIVE(S) : Print material and distribute to states for use by the boating public. This is not the best approach because there is no guarantee that the public will read or understand the material. Also, we have no way of knowing that the literature is properly distributed.

[redacted]

75

BEST

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

HQ: 2 personnel resources required to coordinate the RBS education programs = 3,840 Hrs
1 personnel resource required to support the CG Auxiliary's education efforts = 1,920 Hrs
Adm. Support = 1,050 Hrs
Total 6,810 Hrs

Funds required for support of the Aux. Nat. Supply Center (ANSC) - $175.0K

DISTRICT: $3.0K required for distribution funds. Negligible workload.

HQ HOURS	6,810
DIST HOURS	-
TOTAL HOURS	6,810
HQ FUNDS	$175.0K
DIST FUNDS	3.0K
TOTAL FUNDS	$178.0K

1992 DEMAND

HQ: Plans call for the education staff to double as the Coast Guard's role increases.
As the education programs increase in scope the ANSC support will increase to $200.0K.

DISTRICT: Districts will require a small increase in distribution funds.

HQ HOURS	13,620
DIST HOURS	-
TOTAL HOURS	13,620
HQ FUNDS	$200.0K
DIST FUNDS	4.0K
TOTAL FUNDS	$204.0K

—

CRITERION 7.b. : Develop corrective actions for 100% of the identified risks.

SUBCRITERIA :

JUSTIFICATION : Once risks are defined, boaters should be apprised of them and repetition of such actions prevented through remedial education. Thus, a reduction in boating accidents can be accomplished through identifying risks and promulgating corrective procedures to the public. An additional benefit would be to reduce the proportion of Coast Guard SAR and assist cases.

ALTERNATIVE(S) : NONE

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

HQ: Staff time to include risk identified in
Educational effort = 325 Hrs
Administrative support = 480 Hrs
Total 805 Hrs

Printing and distribution cost = $245.0K

DISTRICT: No staff Hrs required
Printing and distribution cost = $ 4.0K

HQ HOURS	805
DIST HOURS	-
TOTAL HOURS	805
HQ FUNDS	245.0K
DIST FUNDS	4.0K
TOTAL FUNDS	$249.0K

1992 DEMAND

As new boats and other "water oriented" recreational devices are developed, it will be necessary to identify new risks and incorporate safety procedures into educational material. Because the boating population will be larger, more material and coordination will be needed.

HQ: Staff time to include risk identified in
Educational effort = 805 Hrs
Administrative support = 480 Hrs
Total 1,285 Hrs

Printing and distribution cost = $295.0K

DISTRICT: No staff Hrs required
Printing and distribution cost = $4.0K

HQ HOURS	1,285
DIST HOURS	-
TOTAL HOURS	1,285
HQ FUNDS	295.0K
DIST FUNDS	4.0K
TOTAL FUNDS	$299.0K

[redacted]

CRITERION 7.c. : Implement procedures to encourage nationwide offering of boating safety courses in the school systems.

SUBCRITERIA :

JUSTIFICATION : Present trends in schools toward teaching "lifetime" sports and the constant growth of recreational boating as a family sport make the school system an ideal way to reach young boaters and boating families. It is more effective to educate boaters at the "novice" stage and start them off with safe boating habits/techniques than it is to teach them at a later time.

ALTERNATIVE(S) : Distribute pamphlets and other literature to the school systems. This alternative is not ideal because of the limited number of qualified boating instructors in the school systems. Use of Auxiliarists and in this area has proven very effective.

RESOURCE REQUIREMENTS

		RATIONALE, COMPUTATIONS	SUMMARY	
1983 DEMAND		Coast Guard RBS Education administrators must ensure that school systems are using correct materials and provide assistance to schools that want to start a program.	HQ HOURS DIST HOURS TOTAL HOURS	240 - 240
	HQ:	Staff requirements = 240 Hrs Printing and distribution cost = $67.0K	HQ FUNDS DIST FUNDS TOTAL FUNDS	67.0K 6.0K $73.0K
	DISTRICT:	No staff hours required. Distribution cost = $6.0K		
1992 DEMAND	HQ:	Staff requirements = 960 Hrs Printing and distribution cost = $100.0K	HQ HOURS DIST HOURS TOTAL HOURS	960 - 960
	DISTRICT:	No staff hours required. Distribution cost = $10.0K	HQ FUNDS DIST FUNDS TOTAL FUNDS	100.0K 10.0K $110.0K

[redacted]

CRITERION 8.a. : Process regatta permits and ensure regattas are patrolled as necessary.

SUBCRITERIA :
(1) Issue permits for those events requiring a Coast Guard permit.
(2) Provide for regatta safety patrols when specifically assigned by district commanders.
(3) Refer requests to states for processing when provided for in Federal/state agreements.

JUSTIFICATION :

(1) 33 CFR 100.15 requires that an application be submitted to the Coast Guard to hold a regatta or marine parade, which by its nature, circumstance, or location, will introduce extra or unusual hazards to the safety of life on the navigable waters of the United States.

(2) 33 CFR 100.40 states that the district commander may assign Coast Guard vessels for patrol if considered necessary

(3) 33 CFR 100.10 authorizes district commanders to enter into agreements with state authorities permitting state regulation of specified classes of regattas or marine parades.

(4) Coast Guard administration of regatta permits is necessary to ensure the safety of all spectators and participants of marine events.

ALTERNATIVE(S) :
(1) CG could turn more regatta functions over to state authorities. (Difficult to do as a number of states do not have adequate patrol facilities).
(2) Increase use of CG AUX facilities for patrols. (To do this some sort of enforcement authority would have to be given to Auxiliary patrols).
(3) Revise requirements in 33 CFR 100 so that applications necesary only for events falling within more selective boundaries.

CRITERION 8.a. (CONTINUED)

RESOURCE REQUIREMENTS

RATIONALE - COMPUTATIONS

SUMMARY

1983
DEMAND

HQ: None

HQ HOURS	N/A
DIST HOURS	6,816 Hrs
TOTAL HOURS	6,816 Hrs

DISTRICT:

(1) 1.704 Hrs required to review application and issue regatta permit. 4000 permits issued annually = 6,816 Hrs. Data taken from RBS Program Activities Report.

(2) 1000 regatta patrols are performed annually by C.G./ Auxiliary forces. Patrols require 200 cutter days and 20,000 Hrs of Auxiliary support.

HQ FUNDS	N/A
DIST FUNDS	N/A
TOTAL FUNDS	N/A

1992
DEMAND

HQ: None

HQ HOURS	N/A
DIST HOURS	6,816 H
TOTAL HOURS	6,816 H

DISTRICT: Same as 1983

* Regattas are patrolled by non-RBS Program units (cutters & boats) and Coast Guard Auxiliary resources.

HQ FUNDS	N/A
DIST FUNDS	N/A
TOTAL FUNDS	N/A

82

BEST DOCUMENT AVAILABLE

CRITERION 8.b : Train Coast Guard, other Federal, state and local enforcement personnel, and Coast Guard Auxiliarists.

SUBCRITERIA :

JUSTIFICATION : Training is required to ensure that adequate personnel are trained in boarding duties for CG and CG Reserve facilities having the RBS program and to provide states and other agencies a ready source of training. Continual training of CG field personnel and state personnel is essential, due to the rotation of personnel and frequent changes in boating laws and program initiatives. The Commandant has stated in congressional hearings that Coast Guard training of state and local Boating Safety officers results in increased uniformity among states as mandated by the FBSA of 1971.

ALTERNATIVE(S) :

(1) Modify existing 32-hour course to be more compatible with state needs and request they attend along with Coast Guard personnel. (Not acceptable because courses are meant to teach CG boarding techniques; to adapt course to state needs much of this material would have to be dropped.)

(2) Encourage increased state assumption of training functions. (Good in some areas, but states are inconsistent in training resources. Many states teach law enforcement, but have no facilities for boating safety training.)

(3) Expand capabilities of the National Boating Safety School to meet state/other Federal needs, such as additional courses at CGRT Center, Yorktown, West Coast 2 week sessions, etc. (Has merit but funds are not available.)

(4) Reduce frequency of training sessions for other Coast Guard units. (Not a good idea, as boarding officers should maintain a high consistent level of training.)

(5) Maximize use of institute courses.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

HQ:

Support/guidance of following BOSDET activities = 2,000 Hrs
$80.0K for support for NBSS (travel and per diem for 60 state personnel) and support for 1 West Coast seminar annually.

DISTRICT:

(BOSDETS)

(1)	Training of CG/Reserve for BC Qual. Code: 653 courses x 140 Hrs (3 men to hold course)	= 91,420 Hrs
(2)	Training of state personnel - 50 courses x 96 Hrs. (3 men to hold course)	= 4,800 Hrs
(3)	Training Auxiliarists:	
	(a) 200 BQ classes x 26 Hrs	= 5,200 Hrs
	(b) 350 requalification classes x 10 Hrs	= 3,500 Hrs
	(c) Planning/coordination time at District levels (24 Hrs per district per month)	= 3,456 Hrs
	Total	108,376 Hrs

$300K in travel, per diem and support funds.

HQ HOURS	2,000
DIST HOURS	108,376
TOTAL HOURS	110,376

HQ FUNDS	80.0K
DIST FUNDS	300.0K
TOTAL FUNDS	$380.0K

1992 DEMAND

Same.

HQ HOURS	2,000
DIST HOURS	108,376
TOTAL HOURS	110,376

HQ FUNDS	80.0K
DIST FUNDS	300.0K
TOTAL FUNDS	380.0K

CRITERION 8.c. : Perform boardings after assistance cases.

SUBCRITERIA : (1) Board boats after assistance cases.

JUSTIFICATION : Boardings (after assistance has been rendered) are necessary to ensure compliance with Federal boating regulations. Data developed from boarding reports assist the Coast Guard in developing accident/incident counter measures and checking on the compliance level of the state programs. Source of Boarding authority is derived from 14 USC 89. 18 USC 111 sets penalties for violations. The Coast Guard Boarding Manual (CG-253) sets standards for CG boarding officers and outlines the boarding procedures.

ALTERNATIVE(S) :

(1) Increase local voluntary organization efforts other than law enforcement. (Not satisfactory as volunteer oganizations are usually inconsistent in nature and it would be difficult to have their efforts replace law enforcement practices.)

(2) Increase Coast Guard Auxiliary involvement including limited law enforcement authority. (Not satisfactory because it would be difficult to maintain a high level of expertise in a volunteer organization.)

(3) Rely on state enforcement of all boating regulations.

RESOURCE REQUIREMENTS

		RATIONALE, COMPUTATIONS	SUMMARY	
	HQ:	None	HQ HOURS DIST HOURS TOTAL HOURS	N/A N/A N/A
1983 DEMAND	DISTRICT:	25,000 boardings annually. Each boarding involves approximately 1 cutter or boat hour. An additional 3 hours are required to complete the boarding form, and associated penalty assessment administration activities. Total personnel time required = 75,000 Hrs. Total facility time required = 25,000 cutter/boat Hrs.	HQ FUNDS DIST FUNDS TOTAL FUNDS	N/A N/A N/A
1992 DEMAND	HQ:	None	HQ HOURS DIST HOURS TOTAL HOURS	N/A N/A N/A
	DISTRICT:	Estimated 50% increase in RBS related SAR cases, and associated boarding support. Total facility time required = required = 37,500 cutter/boat Hrs. Total personnel time required = 112,500 Hrs.	HQ FUNDS DIST FUNDS TOTAL FUNDS	N/A N/A N/A

* Boardings are performed by non-RBS Program units (SAR resources, primarily), and are under the control of the District commanders. Although required to fulfill RBS objectives, this activity's resource requirements are not quantified as part of internal program needs.

CRITERION 9.a. : Visit key boat shows.

SUBCRITERIA : (1) Boat show visits to survey level of compliance by participating manufacturers;
(2) Visits for educating the boating public (includes fairs, parades, etc.); and
(3) Answering general information requests from the public.

JUSTIFICATION : District standards personnel visit key boat shows within their district to survey the level of compliance of regulations among the boat manufacturers. This is an excellent method to contact manufacturers within a short period of time and provides for identifying those manufacturers that require assistance with follow-up factory visits. This maximizes the effort of contacting manufacturers and inspecting the most boats with the least personnel. Participation in public gathering events by CG personnel to dispense boating safety information has proven to be a very cost-effective method of reaching the public and is into a full time boating safety activity.

ALTERNATIVE(S) : (1) Increase visits to boat manufacturers. (This is expensive and precludes the possibility of finding those manufacturers that do not participate in boat shows.)
(2) Increase mass media campaigns to the boaters. (Not as cost-effective.)
(3) Find and develop alternate methods to dispense boating safety literature to the boater. (Not as cost effective. Literature development, printing and distribution costs are rapidly rising and there is no known method of ensuring that the material will actually get to the boater.)

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATION					SUMMARY	
1983 DEMAND	Boat Show Visits to Survey Level of Compliance	Visits for Education	Public Appearances (BOSDETs)	Public Appearance (District Staff)	HQ HOURS	1,013
					DIST HOURS	155,880
					TOTAL HOURS	156,893
Hrs Attendance	16	80	3	3	HQ FUNDS	$1.0K
Hrs Preparation	2	12	3	3	DIST FUNDS	230.0K
Hrs Travel	2	8	2	2	TOTAL FUNDS	$231 0K
Total Hrs/Visit	20	100	8	8		
(Number of Personnel)	(2)	(2)	(1)	(1)		

HQ: (1) 8 boat show visits to measure level of compliance. 8 x 20 Hrs = 160 Hrs
(2) Administrative/planning support for both HQ and field visits = 853 Hrs
Total 1,013 Hrs

Associated travel funds - $1.0K.

DISTRICT: (1) District Staff - 50 boat show visits: 50 x 20 Hrs = 1,000 Hrs
(2) Distict Staff/BOSDETS - 360 visits for education: 360 x 100 Hrs = 36,000 Hrs
(3) BOSDETS - 3,360 public appearances (speaking engagements): 3,360 x 8 Hrs = 26,880 Hrs
(4) District Staff - 2,250 public appearances: 2,250 x 8 Hrs = 18,000 Hrs
(5) District Staff/BOSDETs - handle 100,000 public inquiries @ .74 Hrs per inquiry = 74,000 Hrs
Total 155,880 Hrs

Associated travel funds - $230.0K.

1992 DEMAND

HQ: 5% increase = 1,013 HR x 1.05 = 1,064 Hrs

Associated travel funds - $1.0K

DISTRICT: 5% increase = 155,880 x 1.05 = 163,674 Hrs

Associated travel funds - $241.5K

HQ HOURS	1,064
DIST HOURS	163,674
TOTAL HOURS	164,873
HQ FUNDS	1.0K
DIST FUNDS	241.5K
TOTAL FUNDS	$242.5K

CRITERION: 9.b. : Visit 100% of TV stations, 25% of radio stations and 25% of newspapers/applicable magazines.

SUBCRITERIA :

JUSTIFICATION : Section 26 (a) of FBSA of 1971 requires states to have a boating safety education program. Federal leadership is essential to support safety information and education. The media provides the best means to ultimately reach the largest audience of boating enthusiasts with discrete safety messages and bits of information: Media exposure and publicity for RBS items will become increasingly important with implementation of the DOT Consumer Representation Plan and the need to make boating consumers aware of the opportunity to participate in rule and decision making. Since our media material is based on public service time, it is mandatory that a climate with the news media be created that will favor dissemination of safety information and education material.

ALTERNATIVE(S) :

(1) Reduce criterion across the board by 50%;
(2) Improve CGAUX public education methods and increase efforts;
(3) Increase the CG AUX membership of personnel working with TV or radio stations as a facility;
(4) Encourage greater state involvement in direct media contact; and
(5) Encourage states to require safety certificates as permitted under Section 22 of FBSA of 1971, thus requiring boating public to seek out information from states.

[redacted]

BEST DOCUMENT AVAILABLE

RESOURCE REQUIREMENTS

		RATIONALE, COMPUTATIONS	SUMMARY	
	HQ:	Staff planning/administrative support = 2,090 Hrs.		
1983 DEMAND	DISTRICT:	721 (no. of TV stations) + 1,876 (25 % of radio stations) + 5,679 (25% of printed outlets) x (2 Hrs per visit + 4 Hrs travel) = 49,656 Hrs.	HQ HOURS DIST HOURS TOTAL HOURS	2,090 49,656 51,746
		Associated travel/support funds of $25.0K.	HQ FUNDS DIST FUNDS TOTAL FUNDS	- 25.0K $25.0K
	HQ:	Same	HQ HOURS DIST HOURS TOTAL HOURS	2,090 59,587 61,677
1992 DEMAND	DISTRICT:	20% increase in number of media outlets and a corresponding 20% increase in visits and associated travel funds.	HQ FUNDS DIST FUNDS TOTAL FUNDS	- 30.0K $30.0K

CRITERION 9.c. : Implement necessary mass media campaigns.

SUBCRITERIA :

JUSTIFICATION : The media provides the best alternative to reach the largest audience of boating enthusiasts with information concerning Boating Safety activities and for educational purposes.

There are two boating safety mass media campaigns conducted each year: A Spring/Summer campaign campaign followed by a Fall/Winter campaign. Each campaign is intended to focus the public's attention on significant boating hazards, provide safety hints to combat these hazards and provide information and education. Each media campaign consists of four TV public service announcements (PSAs) and 15 Radio PSA's distributed throughout the country. Also news releases are an important part of media program. These are distributed to electronic and printed media. A minimum of 12 are issued annually, and include hints and tips, explanations of rule-making projects and invitations to participate or comment on proposed rules. Boating Safety Newsletters, issued quarterly, also are distributed to the boating media. This magazine contains articles on boating safety hazards, safe boating practices, and discusses important Office of Boating Safety programs and policies that affect the public.

ALTERNATIVE(S) : None

CRITERION 9.c. (CONTINUED)

RESOURCE REQUIREMENTS

		RATIONALE, COMPUTATIONS	SUMMARY	
1983 DEMAND	HQ:	5 total HQ staff required = 5 x 1920 = 9,600 Hrs. Following funds required: - Mass media campaigns*: $186.0K per each of 2 campaigns = $372.0K - News releases (printing, photo, etc. costs): 12 releases at $500 apiece = $6.0K annually. - Boating Safety Newsletters: $10.0K annually. - Travel/support costs: $12.0K annually.	HQ HOURS DIST HOURS TOTAL HOURS HQ FUNDS DIST FUNDS TOTAL FUNDS	- - - - - -
	DISTRICT:	None		
	HQ:	A 5% increase in demand is expected.	HQ HOURS DIST HOURS TOTAL HOURS HQ FUNDS DIST FUNDS TOTAL FUNDS	- - - - - -
	DISTRICT:	None		

* Mass media campaigns are administered and controlled by the Public Affairs Program. Although required to fulfill RBS objectives, this activity's resource requirements are not quantified as part of internal program needs.

[redacted]

CRITERION 10.a. : Investigate 350 accidents per year in-depth and all fatalities on joint waters.

SUBCRITERIA :

(1) In-depth investigation required by field resources. Investigations consist of finding of facts, conclusions and recommendations pertaining to accidents; gathering of evidence (witnesses' statements; photo; physical evidence, etc.) required.
(2) Hold necessary accident investigation seminars;
(3) Coordinate national accident investigation program; and
(4) Develop accident investigation training materials.

JUSTIFICATION : 46 USC 239 requires the Coast Guard to investigate marine casualties. The National Transportation Safety Board (NTSB) made several recommendations, which in order to accomplish, required the establishment of an in-depth boating accident investigation program. Initial in-depth investigations were conducted by independent contractor to meet several of the NTSB recommendations. One recommendation, "....the Coast Guard consider the use of specially trained investigators who would be familiar with small boat design and operations and who could conduct on scene investigations in-depth" was implemented in FY '77 using personnel assigned to Boating Safety Teams. These investigations support the efforts of the boating safety program in detecting manufacturing defects and need for regulatory changes.

ALTERNATIVE(S) :

(1) Contract for in-depth accident investigations. (Current costs for contractor investigations will exceed in-house costs);
(2) Utilize qualified Coast Guard Auxiliary personnel for investigations. (Training and travel costs will exceed in-house costs);
(3) Improve state reporting and investigations. State programs will have to hire additional personnel.
(4) Reduce number of accidents to be investigated, or be selective in types of accidents to be investigated. (Random sample techniques will not be effective on such a small sample size. System will have to be developed, computerized for selection process).

RESOURCE REQUIREMENTS

		RATIONALE, COMPUTATIONS	SUMMARY	
1983 DEMAND	HQ:	Staff resources required to hold seminars and develop accident investigation training materials = 1,055 Hrs. Misc. training development costs = $25.0K.	HQ HOURS DIST HOURS TOTAL HOURS	1,055 6,300 7,355
	DISTRICT:	350 investigations @ 18 Hrs/investigation = 6,300 Hrs. Travel for investigations = $150/investigation = $52.5K.	HQ FUNDS DIST FUNDS TOTAL FUNDS	25.0K 52.5K $77.5K
1992 DEMAND		Same as 1983	HQ HOURS DIST HOURS TOTAL HOURS	1,055 6,300 7,355
			HQ FUNDS DIST FUNDS TOTAL FUNDS	25.0K 52.5K $77.5K

*Note: All fatal accidents on joint/Federal waters are investigated by CG CVS Program personnel. CVS resource support requirements are shown in Section VI.

CRITERION 10.b. : Review/process all boating accident reports and investigations.

SUBCRITERIA :

JUSTIFICATION : Title 46 USC 1486 requires that the Coast Guard collect, analyze, and publish reports, information, or statistics concerning boating accidents. Boating Accident Reports received are reviewed, coded into computer format, and entered into computer data base. This data base is used for analysis and the resulting data is published in an annual report, Boating Statistics, (COMDTINST M16754.1A, old CG-357.)

ALTERNATIVE(S) : Contract with independent contractor to review, code, and maintain computer data base. This alternative would involve additional training as personnel must be well versed in small boat operations and accident review to obtain desired results.

RATIONALE, REQUIREMENTS

RATIONALE, COMPUTATIONS

SUMMARY

1983 DEMAND

HQ: Coding, keypunching, verifying, typing, filing accident reports and related supervisory/planning functions: = 18,200 Hrs

Funds required for:
Printing report forms = $32.0K
Newspaper clipping service = 1.2K
HQ Travel = 1.8K
Total $35.0K

DISTRICT: District staff reviews for completeness and state action items.

(1) 16,000 accident reports @ 1 Hr/rpt = 16,000 Hrs
(2) 2,000 CG investigations @ 2 Hr/investigation = 4,000 Hrs
(3) Dist. adm time to follow-up on state/CG investigations = 3,040 Hrs
Total 23,040 Hrs

No funds required.

HQ HOURS	18,200
DIST HOURS	23,040
TOTAL HOURS	41,240
HQ FUNDS	$35.0K
DIST FUNDS	-
TOTAL FUNDS	$35.0K

1992 DEMAND

Workload will increase to cover approximately 20,000 accident reports, and 3000 investigations.

Additional 5,800 Hrs required for coding, keypunching, verifying, etc. = 24,000 Hrs.

HQ: Funds required for: Printing report forms = $ 40.0K
Newspaper clipping service = 1.7K
HQ travel (No increase required) = 1.8K
$ 43.5K

DISTRICT:
(1) 20,000 accident reports @ 1 Hr/rpt = 20,000 Hrs.
(2) 3,000 CG investigations @ 2 Hr/investigation = 6,000 Hrs.
(3) Dist. adm. time to follow-up on state/CG investigations. Disproportionate increase due to lack of BOSDET support due to change in their operational priorities. = 7,280 Hrs.
33,280 Hrs.

HQ HOURS	24,000
DIST HOURS	33,280
TOTAL HOURS	57,280
HQ FUNDS	43.5K
DIST FUNDS	-
TOTAL FUNDS	$43.5K

CRITERION 11.a. : Review 100% of the grant applications and monitor on-going grant projects.

SUBCRITERIA :

(1) Plan, develop and recommend policies associated with state boating programs;

(2) Visit states and attend conferences and seminars to provide technical assistance and review programs; and

(3) Monitor the Boating Safety Assistance Program for National Non-profit Public Service Organizations ("5%" Program).

JUSTIFICATION : Final audit and reporting functions will be completed for the state and "5%" programs authorized under Section 27(d) of the Federal Boat Safety Act of 1971 (PL 92-75). The Recreational Boating Safety and Facilities Improvement Act (The "Biaggi Bill") will greatly increase the scope and size of the assistance program, and involve the Coast Guard in a new area, facilities acquisition and development.

ALTERNATIVE(S) : Sub-contract administration of grant program to another DOT agency. The alternative is not acceptable because the Coast Guard would sacrifice some of its coordinative, consultative, and inductive role with the elimination of the Federal assistance funds. It is desirable that the Coast Guard retain this direct control and to this end the Coast Guard administration of the program is appropriate.

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS — SUMMARY

1983 DEMAND

HQ: (1) For National Grant Program:

- Develop directives = 4,840 Hrs
- Participate in seminars and conferences = 1,600 Hrs
- Review state grant program reports = 4,840 Hrs
- Administer non profit grant program = 880 Hrs
- Adm. support = 4,320 Hrs

(2) Review state plans for boating safety programs annually = 800 Hrs
(3) Review changes to state laws for compliance with numbering and casualty reporting systems, advising states of any deficiencies = 800 Hrs
(4) HQ staff travel for liaison w/state & non-profit org. = 1,280 Hrs
Total 19,360 Hrs

Districts: 10% of state liaison time for 12 personnel = 2,376 Hrs + 500 Hrs for clerical time = 2,876 Hrs

Limited travel funds.

HQ HOURS	19,360
DIST HOURS	2,876
TOTAL HOURS	22,236
HQ FUNDS	12.0K
DIST FUNDS	1.0K
TOTAL FUNDS	$13.0K

1992 DEMAND

HQ: The "Biaggi Bill" authorizes grant funds for 3 fiscal years only, after which the state portion of the program will terminate unless extended. Extension through 1992 not expected.

(1)	National Grant Program	-0-
(2)	Administer non-profit grant program	880 Hrs
(3)	Review state plans . . .	800 Hrs
(4)	Review changes to state . . .	800 Hrs
	Total	2,480 Hrs

Travel fund requirements remain the same.

DISTRICTS: Same

HQ HOURS	2,480
DIST HOURS	2,876
TOTAL HOURS	5,356
HQ FUNDS	12.0K
DIST FUNDS	1.0K
TOTAL FUNDS	$13.0K

CRITERION 11.b. : Perform periodic and close-out audits.

SUBCRITERIA :

(1) Develop procedures to be used by Federal auditors in conducting audits of state boating programs;

(2) Maintain liaison with Federal audit staffs by coordinating audits and providing technical advice to auditors; and

(3) Review audit reports and work with district and state officials to resolve findings.

(4) Coordinate with Reserve Program in administering "5%" audit program utilizing reservists.

JUSTIFICATION : The Federal Boat Safety Act of 1971, Section 31, requires fiscal procedures for administration of the program; and Section 27, as amended provides funds for audit expenses. DOT Order 4600.9A, which implements FMC Circular 74-7 (OMB Circular A-102), requires Federal audits at least once every two years. During previous years of the program, a limited audit program was conducted because of the lack of an audit staff and audit funding was limited to $20,000 a year. In July 1976, the Act was amended to provide the necessary funds for audit expenses but did not provide any manpower resources. Since the Coast Guard does not have an audit staff, audit services are obtained through reimbursable agreement the DOT Inspector General. Procedures must be developed in coordination with the other agency for audit of the state boating safety programs. The auditors have no background in boating safety or the Coast Guard's financial assistance program. Technical advice must be provided prior to and during the course of the audits in response to inquiries from the auditors. Audit reports must be reviewed and resolved through work with districts and state officials. Discussions with the auditor are often required for clarification.

ALTERNATIVE(S) : None.

RESOURCE REQUIREMENTS

		RATIONALE, COMPUTATIONS	SUMMARY	
1983 DEMAND	HQ:	27 states are audited annually in addition to a limited number of non-profit organizations. HQ staff required for planning/coordination. Resource requirements based on previous workload data. HQ funds (over and above those grant funds established by law) required for travel and audit costs associated with the audit functions.	HQ HOURS DIST HOURS TOTAL HOURS	1,310 - 1,310
	DISTRICT:	None	HQ FUNDS DIST FUNDS TOTAL FUNDS	$20.0K - $20.0K
1992 DEMAND	HQ:	Limited support is required for audits of non-profit organization grant projects.	HQ HOURS DIST HOURS TOTAL HOURS	100 - 100
	DISTRICT:	None	HQ. FUNDS DIST FUNDS TOTAL FUNDS	$2.0K - $2.0K

CRITERION 12.a : Develop necessary safety standards and operator regulations to reduce boater's risk to an acceptable level.

SUBCRITERIA :

JUSTIFICATION : FBSA 5(a) states, "The Secretary may issue regulations . . . establishing minimum safety standards for boats . . ." Boat and operator regulations/standards are necessary to ensure that boats are safe, and to ensure that the boat is continued to be operated safely with regard to installed equipment. In addition, some risks can only be addressed by requirements being placed on the boat operator.

ALTERNATIVE(S) :

(1) Rely on industry-based standards.
(2) Rely on boater education to address some areas of unacceptable risk. (This course of action has been found to have a relatively low rate of compliance among boaters).
(3) Allow the states to address the problem. (This would allow a chance of wide diversity among states in dealing with the problem, which is contrary to the intent of the FBSA).

CRITERION 12.a (CONTINUED)

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS | SUMMARY

1983 DEMAND

HQ: (2 standards per yr) x (6 resource yrs per standard) x (1920 Hrs) = 23,040 Hrs.

13,510 Hrs are required for operator regulation generation and support for NBSAC and contracts.

Funding:

NBSAC (3 meetings annually)	$60.0K
HQ staff travel	10.0K
Testing/Contract Cost	55.0K
Total	$125.0K

DISTRICT: None

SUMMARY

HQ HOURS	36,550
DIST HOURS	-
TOTAL HOURS	36,550
HQ FUNDS	$125.0K
DIST FUNDS	-
TOTAL FUNDS	$125.0K

1992 DEMAND

HQ: One standard per year. Total HQ resource requirements will be reducted by 50%.

DISTRICT: None

SUMMARY

HQ HOURS	18,225
DIST HOURS	-
TOTAL HOURS	18,225
HQ. FUNDS	$62.5K
DIST FUNDS	-
TOTAL FUNDS	$62.5K

CRITERION 13.a : Meet 100% of all request for data processing and/or analysis.

SUBCRITERIA :

JUSTIFICATION : Data processing support is required to support all other RBS Goals without requiring extensive personnel to locate user needed information. In addition, administration of RBS HQ and district programs necessitates accurate and timely information.

ALTERNATIVE(S) : (1) Extensive personnel to provide users with data requested and little or no analysis of data.

[redacted]

CRITERION 13.a (CONTINUED)

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS

SUMMARY

1983 DEMAND

HQ: 2,600 computer runs annually (50 per week) = 4,520 Hrs
Cost = $150.0K

DISTRICT: Process data needs = 7,680 Hrs
Cost = $330.0K

HQ HOURS	4,520
DIST HOURS	7,680
TOTAL HOURS	12,200
HQ FUNDS	150.0K
DIST FUNDS	330.0K
TOTAL FUNDS	$480.0K

1992 DEMAND

Workload is expected to increase to 7,800 units/yr (150/wk for both HQ and districts). Workload applies to number of units processed. Programming and planning time not expected to increase.

HQ: 7,800 Computer runs annually (150 per week) = 4,520 Hrs
Cost = $450.0K

DISTRICT: Process data needs = 7,680 Hrs
Cost = $1,350.0K

HQ HOURS	4,520
DIST HOURS	7,680
TOTAL HOURS	12,200
HQ FUNDS	450.0K
DIST FUNDS	900.0K
TOTAL FUNDS	$1,350.0K

CRITERION 13.b. : Process 100% of all ADP transactions. Maintain systems for motorboat registration, mailing list, manufacturer identification codes, campaign evaluations, case control, CG-4100, water usage permits, imported boats, personnel roster, AUXMIS, accident reports, etc.

SUBCRITERIA :

JUSTIFICATION : By 1992, these systems will probably be the primary information processing system used by the Office of Boating, Public and Consumer Affairs. Present MIS resources are inadequate to meet the RBS goals and will be more so in 5+ years. Existing systems are not adequate to meet expanding RBS requirements.

ALTERNATIVE : None

RESOURCE REQUIREMENTS

RATIONALE, COMPUTATIONS | **SUMMARY**

1983 DEMAND

Unit of work = transaction (several logically grouped data items needed to add or change a record) = Coast Guard form/report.

HQ: Demand = 1,300,000/yr (25,000/wk) = 6,250 Hrs
Computer maintenance support = $200.0K
DISTRICT: 4,800 Hrs. per district = 57,600 hrs
Computer maintenance support = $500.0K

SUMMARY	
HQ HOURS	6,250
DIST HOURS	57,600
TOTAL HOURS	63,860
HQ FUNDS	$200.0K
DIST FUNDS	500.0K
TOTAL FUNDS	$700.0K

1992 DEMAND

HQ: Demand = 2,600,000/yr (50,000/wk)= 8,764 Hrs
40% increase in HQ time
Computer maintenance support = $300.0K

DISTRICT: 5,760 Hrs per district = 69,120 Hrs
Computer maintenace support = $900.0K

SUMMARY	
HQ HOURS	8,764
DIST HOURS	69,120
TOTAL HOURS	77,884
HQ FUNDS	$300.0K
DIST FUNDS	900.0K
TOTAL FUNDS	$1200.0K

CRITERION 13.c. (CONTINUED)

RESOURCE REQUIREMENTS

	RATIONALE, COMPUTATIONS		SUMMARY	
1983 DEMAND	**HQ:** (1) Analyze accident data to determine boating risks; develop CG-357 (2 resource yrs);	= 3,840	HQ HOURS	21,120
	(2) Coordinate R&D projects (1 resource yr);	= 1,920	DIST HOURS	-
	(3) Conduct a nationwide boating survey (1/2 resource yr);	= 960	TOTAL HOURS	21,120
	(3) Develop necessary P/P/B documentation (2 resource yr);	= 3,840	HQ FUNDS	$127.0K
	(4) General administration (3-1/4 resource yrs);	= 6,240	DIST FUNDS	-
	(5) Special studies and projects (1 resource yr);	= 1,920	DIST FUNDS	$127.0K
	(6) Adm. financial program (3/4 resource yr); and	= 1,440		
	(7) Monitor budget and provide necessary input (1/2 resource yr).	= 960		
	Total	21,120		

Funds include:

(1)	Nationwide survey ($200.0K prorated over 3 yrs):	67.0K
(2)	Special studies support:	40.0K
(3)	Printing costs; and	10.0K
(4)	Travel.	10.0K
	Total	127.0K

DISTRICT: None

	RATIONALE, COMPUTATIONS	SUMMARY	
1992 DEMAND	**HQ:** No change from the present.	HQ HOURS	21,120
		DIST HOURS	-
		TOTAL FUNDS	21,120
	DISTRICT: None	HQ FUNDS	$127.0K
		DIST FUNDS	-
		TOTAL FUNDS	$127.0K

[redacted]

SECTION IV.4

ANALYSIS SUMMARY

1. This section contains a summary by criterion of RBS resources available in 1983, and of RBS resources required in 1983 and 1992.

a. Data on 1983 Demand and 1992 Demand Required are taken directly from Section IV.3;

b. 1983 Demand Expended is an estimate of those resources we anticipate expending in FY 1983, based on FY 1980 resources, with allowances for additions/deletions of program resources as stated in paragraph 5 of the Introduction to Section IV.

c. Resources required for those necessary RBS Program activities that are under the control of the other Coast Guard programs are not included in the analysis. These requirements are detailed in Sections IV.3 and VI, and include:

(1) Performing regatta patrols;
(2) Performing boardings of recreational boats after assistance cases; and
(3) Implementing RBS Program national mass media campaigns.

The criteria are shown, but the resources required are marked with an asterisk (*).

2. In most instances the resources required changes from 1983 to 1992. This highlights those functions which are dependent on exogenous variables that affect the demand. It should be noted that with respect to personnel requirements this changing demand will reduce our output from 75.3% met to 62.6% met in ten years if no new resources are realized.

3. The % Met in 1992 is a measure of how close to optimum we will be if no new resources are realized. Overall this means that we would be operating at 62.6% of our optimum level of performance for personnel and 46.4% for funding.

SECTION IV.5

TIME PERIOD ANALYSIS

1. This section contains time period charts showing RBS plans to achieve the Program Standard Elements.

a. Level A and C resources were taken from the previous sections;

b. Level E resources (1985 hours and funding) represent the anticipated level of performance provided resource requests are fully realized; and

c. 1988 hour figures indicate the desired level of program activity five years from the base (1983).

PERSONNEL PLANS

	CRITERIA LEVEL	1983 HRS C	% of LEVEL A	1985 HRS E	% of LEVEL A	1988 HRS	% of LEVEL A	1992 HRS A
1.a.	Compliance tests	8,856	43.9	9,690	48.0	13,835	68.6	20,173
1.b.	Imported boat declarations	6,996	26.0	7,630	28.4	15,800	58.8	26,880
2.a.	Visit & brief manufacturers	43,990	26.1	46,200	58.0	80,500	75.1	107,243
2.b.	Respond to queries from mfgrs.	1,830	100.0+	1,426	100.0+	1,188	100.0+	370
3.a.	Process violations	26,040	100.0+	22,040	100.0+	17,880	100.0+	14,020
4.a.	Investigate potential safety defects	14,396	56.4	19,293	75.6	20,158	79.6	25,526
4.b.	Analyze defect campaigns	17,973	58.0	20,089	64.8	23,702	76.5	30,993
4.c.	Test defective boats	3,840	26.7	3,840	26.7	9,400	65.3	14,400
5.a.	State Liaison	50,247	100.0+	36,807	100.0+	32,927	100.0+	32,927
5.b.	Attend state hearings	7,820	94.0	7,820	94.0	7,820	94.0	8,320
5.c.	Organize & administer dist & state seminars	9,348	83.3	9,348	83.3	9,348	83.3	11,224
6.a.	Conduct visits to AUX Units	49,493	66.1	53,400	71.3	62,400	83.3	74,872
6.b.	Process reports & records for the AUX	119,998	48.3	137,800	55.5	165,642	66.8	248,171
6.c.	Provide rulings, decals & PR for AUX	107,840	59.2	123,515	67.8	139,531	76.6	182,217
6.d.	Cover Auxiliary patrols with CG orders	61,349	44.7	72,077	52.5	90,486	65.9	137,344
6.e.	Review & support AUX courses & training	17,775	77.9	17,775	77.9	20,800	91.2	22,817
7.a.	Develop education guide	3,837	28.2	4,220	31.0	8,100	59.5	13,620
7.b.	Develop corrective action for risks	709	55.2	709	55.2	800	62.3	1,285
7.c.	Encourage school boating safety courses	240	25.0	240	25.0	720	75.0	960
8.a.	Process regatta permits	6,816	100.0	6,816	100.0	6,816	100.0	6,816
8.b.	Train enforcement personnel	91,885	83.2	91,885	83.2	91,885	83.2	110,376
8.c.	Provide for boardings	***	***	***	***	***	***	***
9.a.	Visit key boat shows	107,618	65.3	114,710	69.7	121,894	74.0	140,064
9.b.	Contact TV & radio stations & newspapers	19,087	30.9	25,212	40.9	35,996	58.4	61,677
9.c.	Implement mass media campaigns	***	***	***	***	***	***	***
10.a.	Investigate accidents on joint waters	2,773	37.7	4,693	63.8	6,613	89.9	7,355
10.b.	Review accidents rpts/state investigations	33,390	58.3	33,390	58.3	41,454	72.4	57,280
11.a.	Review grant applications & programs	22,236	100.0+	22,236	100.0+	11,118	100.0+	5,535
11.b.	Perform periodic & close-out audits	1,310	100.0+	1,310	100.0+	655	100.0+	100
12.a.	Develop safety standards & regulations	36,550	100.0+	32,710	100.0+	26,288	100.0+	18,225
13.a.	Meet requests for data processing/analysis	5,924	48.6	7,890	64.7	8,460	69.3	12,200
13.b.	Process data for CG transactions	52,330	67.2	54,685	70.2	63,574	81.6	77,884
13.c.	Perform program development & analysis	17,040	80.7	17,040	80.7	17,040	80.7	21,120
	TOTAL	949,536	62.6	1,022,496	67.4	1,153,225	76.0	1,516,489

FUNDING PLANS
(IN THOUSANDS)

	CRITERIA LEVEL	1983 FUNDS C	% of LEVEL A	1985 FUNDS E	% of LEVEL A	1988 FUNDS	% of LEVEL A	1992 FUNDS A
1.a.	Compliance tests	643.0	53.3	710.0	58.9	900.0	74.7	1,205.4
1.b.	Imported boat declarations	-	-	-	-	-	-	-
2.a.	Visit & brief manufacturers	159.0	45.5	218.5	62.5	288.5	82.5	349.5
2.b.	Respond to queries from mfgrs	80.0	100.0+	60.0	100.0+	40.0	100.0+	22.8
3.a.	Process violations	21.0	100.0	21.0	100.0	21.0	100.0	54.2
4.a.	Investigate potential safety defects	21.0	38.7	30.0	55.4	40.0	73.8	54.2
4.b.	Analyze defect campaigns	1.0	43.5	1.0	43.5	2.3	100.0	2.3
4.c.	Test defective boats	40.0	13.3	150.0	50.0	225.0	75.0	300.0
5.a.	State Liaison	114.0	98.3	114.0	98.3	116.0	100.0	116.0
5.b.	Attend state hearings	48.8	98.0	48.8	98.0	49.8	100.0	49.8
5.c.	Organize & administer dist & state seminars	51.5	100.0	51.5	100.0	51.5	100.0	51.5
6.a.	Conduct visits to AUX Units	255.0	85.0	268.0	89.5	282.0	94.0	300.0
6.b.	Process reports & records for the AUX	85.0	64.4	100.0	75.8	112.8	85.5	132.0
6.c.	Provide rulings, decals & PR for AUX	215.0	76.2	235.0	83.3	255.0	90.4	282.0
6.d.	Cover Auxiliary patrols with CG orders	1066.5	53.3	1,480.0	84.6	1,596.1	91.2	1,750.0
6.e.	Review & support AUX courses & training	324.0	55.2	382.0	65.1	439.7	74.9	587.0
7.a.	Develop education guide	40.0	20.0	80.0	40.0	145.0	72.5	200.0
7.b.	Develop corrective action for risks	240.5	80.4	248.0	82.9	260.0	87.0	299.0
7.c.	Encourage school boating safety courses	44.0	40.9	67.4	61.3	90.8	82.5	110.0
8.a.	Process regatta permits	-	-	-	-	-	-	-
8.b.	Train enforcement personnel	380.0	100.0	380.0	100.0	380.0	100.0	380.0
8.c.	Provide for boardings	***	***	***	***	***	***	***
9.a.	Visit key boat shows	269.0	86.2	219.0		219.0		242.5
9.b.	Contact TV & radio stations & newspapers	24.8	82.7	24.8	82.7	30.0	100.0	30.0
9.c.	Implement mass media campaigns	***	***	***	***	***	***	***
10.a.	Investigate accidents on joint waters	77.5	100.0	77.5	100.0	77.5	100.0	77.5
10.b.	Review accidents rpts/state investigations	34.0	78.2	36.1	83.0	38.2	87.8	43.5
11.a.	Review grant applications & programs	2.5	19.2	5.0	38.4	7.5	57.7	13.0
11.b.	Perform periodic & close-out audits	2.0	100.0	2.0	100.0	2.0	100.0	2.0
12.a.	Develop safety standards & regulations	95.0	100.0+	87.9	100.0	75.0	100.0+	62.5
13.a.	Meet requests for data processing/analysis	37.0	2.7	150.0	11.1	350.0	25.9	1,350.0
13.b.	Process data for CG transactions	100.0	8.3	275.0	22.9	672.8	56.1	1,200.0
13.c.	Perform program development & analysis	50.0	39.4	127.0	100.0	127.0	100.0	127.0
	TOTAL	4,461.1	46.4	5,650.0	60.4	6,894.5	73.7	9,360.5

CRITERION 13.c. : Perform necessary program development and analysis functions.

SUBCRITERIA :

JUSTIFICATION : Extensive program analysis is required to ensure proper program guidance and the most effective use of available resources.

ALTERNATIVES(S) : None.

CRITERIA		HOUR REQUIREMENTS					
		1983 DEMAND			1992 DEMAND		
		REQUIRED	MET	% MET	REQUIRED LEVEL A	REQUIRED LEVEL C	% MET
1.a.	Compliance tests	12,096	8,856	73.2	20,173	8,856	43.9
1.b.	Imported boat declarations	15,360	6,996	45.5	26,880	6,996	26.0
2.a.	Visit & brief manufacturers	88,987	43,990	49.4	107,243	27,990	26.1
2.b.	Respond to queries from mfgrs.	1,830	1,830	100.0	370	1,830	100.0+
3.a.	Process violations	26,604	26,040	100.0	14,020	26,040	100.0+
4.a.	Investigate potential safety defects	17,018	14,396	84.6	25,526	14,396	56.4
4.b.	Analyze defect campaigns	20,102	17,973	89.4	30,993	17,973	58.0
4.c.	Test defective boats	3,840	3,840	100.0	14,400	3,480	26.7
5.a.	State Liaison	50,358	50,247	99.8	32,327	50,247	100.0+
5.b.	Attend state hearings	8,320	7,820	94.0	8,320	7,820	94.0
5.c.	Organize & administer dist & state seminars	11,224	9,348	83.3	11,224	9,348	83.3
6.a.	Conduct visits to AUX Units	63,263	49,493	78.2	74,872	49,493	66.1
6.b.	Process reports & records for the AUX	175,056	119,998	68.5	248,171	119,998	48.3
6.c.	Provide rulings, decals & PR for AUX	139,629	107,840	77.2	182,217	107,840	59.2
6.d.	Cover Auxiliary patrols with CG orders	69,450	61,349	88.3	137,344	61,349	44.7
6.e.	Review & support AUX courses & training	17,778	17,775	100.0	22,817	17,775	77.9
7.a.	Develop education guide	6,810	3,837	56.3	13,620	3,837	28.2
7.b.	Develop corrective action for risks	805	709	88.1	1,285	709	55.2
7.c.	Encourage school boating safety courses	240	240	100.0	960	240	25.0
8.a.	Process regatta permits	6,816	6,816	100.0	6,816	6,816	100.0
8.b.	Train enforcement personnel	110,376	91,885	83.2	110,376	91,885	83.2
8.c.	Provide for boardings	***	***	***	***	***	***
9.a.	Visit key boat shows	156,893	107,618	68.6	164,738	107,618	65.3
9.b.	Contact TV & radio stations & newspapers	51,746	19,087	36.9	61,677	19,087	30.9
9.c.	Implement mass media campaigns	***	***	***	***	***	***
10.a.	Investigate accidents on joint waters	7,355	2,773	37.7	7,355	2,773	37.7
10.b.	Review accidents rpts/state investigations	41,240	33,390	80.1	57,280	33,390	58.3
11.a.	Review grant applications & programs	22,236	22,236	100.0	5,356	22,236	100.0+
11.b.	Perform periodic & close-out audits	1,310	1,310	100.0	100	1,310	100.0+
12.a.	Develop safety standards & regulations	36,550	36,550	100.0	18,225	36,550	100.0+
13.a.	Meet requests for data processing/analysis	12,200	5,924	48.6	12,200	5,924	48.6
13.b.	Process data for CG transactions	63,860	52,330	81.8	77,884	52,330	67.2
13.c.	Perform program development & analysis	21,120	17,040	80.7	21,120	17,040	80.7
	TOTAL	1,259,908	949,536	75.3	1,516,489	949,536	62.6

FUNDING REQUIREMENTS
(IN THOUSANDS)

CRITERIA		1983 DEMAND			1992 DEMAND		
		REQUIRED	DOLLARS AVAILABLE	% MET	REQUIRED (LEVEL A)	COULD MEET (LEVEL C)	% MET
1.a.	Compliance tests	723.0	643.0	88.9	1,205.4	643.0	53.3
1.b.	Imported boat declarations	-	-	-	-	-	-
2.a.	Visit & brief manufacturers	304.1	159.0	52.3	349.5	159.0	45.5
2.b.	Respond to queries from mfgrs.	120.0	80.0	66.7	22.8	80.0	100.0+
3.a.	Process violations	24.0	21.0	87.5	21.0	21.0	100.0
4.a.	Investigate potential safety defects	36.1	21.0	58.2	54.2	21.0	38.7
4.b.	Analyze defect campaigns	2.0	1.0	50.0	2.3	1.0	43.5
4.c.	Test defective boats	100.0	40.0	40.0	300.0	40.0	13.3
5.a.	State Liaison	116.0	114.0	98.3	116.0	114.0	98.3
5.b.	Attend state hearings	49.8	48.8	98.0	49.8	48.8	98.0
5.c.	Organize & administer dist & state seminars	51.5	51.5	100.0	51.5	51.5	100.0
6.a.	Conduct visits to AUX Units	275.0	255.0	92.7	300.0	255.0	85.0
6.b.	Process reports & records for the AUX	88.0	85.0	96.6	132.0	85.0	64.4
6.c.	Provide rulings, decals & PR for AUX	235.0	215.0	91.5	282.0	215.0	76.2
6.d.	Cover Auxiliary patrols with CG orders	1,200.0	1066.5	88.9	2,000.0	1066.5	53.0
6.e.	Review & support AUX courses & training	339.0	324.0	95.6	587.0	324.0	55.2
7.a.	Develop education guide	175.0	40.0	22.9	200.0	40.0	20.0
7.b.	Develop corrective action for risks	249.0	240.5	96.6	299.0	240.5	80.4
7.c.	Encourage school boating safety courses	73.0	44.0	60.3	110.0	44.0	40.4
8.a.	Process regatta permits	-	-	-	-	-	-
8.b.	Train enforcement personnel	380.0	380.0	100.0	380.0	380.0	100.0
8.c.	Provide for boardings	***	***	***	***	***	***
9.a.	Visit key boat shows	231.0	209.0	90.5	242.5	209.0	86.2
9.b.	Contact TV & radio stations & newspapers	25.0	24.8	99.2	30.0	24.8	82.7
9.c.	Implement mass media campaigns	***	***	***	***	***	***
10.a.	Investigate accidents on joint waters	77.5	77.5	100.0	77.5	77.5	100.0
10.b.	Review accidents rpts/state investigations	35.0	34.0	97.1	43.5	34.0	78.2
11.a.	Review grant applications & programs	13.0	2.5	19.2	13.0	2.5	19.2
11.b.	Perform periodic & close-out audits	20.0	2.0	10.0	2.0	2.0	100.0
12.a.	Develop safety standards & regulations	125.0	95.0	76.0	62.5	95.0	100.0+
13.a.	Meet requests for data processing/analysis	480.0	37.0	7.7	1,350.0	37.0	2.7
13.b.	Process data for CG transactions	700.0	100.0	14.3	1,200.0	100.0	8.3
13.c.	Perform program development & analysis	127.0	50.0	39.4	127.0	50.0	39.4
	TOTAL	6,274.0	4,461.1	70.0	9,610.5	4,461.1	46.4

SECTION V

PROGRAM STANDARD ELEMENTS

1. This section contains a description of the Program Standard Elements.

2. Sub-section V.1. contains the Program Standard Elements in the format utilized in the Planning and Programming Manual. Figures are given for each of the 33 Program Standard Elements.

3. Sub-section V.2 contains more detailed worksheets which restate much of Section IV and complements Section V.1. Figures are given for each of five levels. These levels are:

a. Level A represents the optimum level of "performance" (resource hours) desired + ten years (1991);

b. Level B represents a figure halfway between Level A and Level C;

c. Level C represents the expected level possible in + ten years (1992) with resources expected to be available in 1983;

d. Level D represents a figure halfway between Level C and zero (assuming no resources are available); and

e. Level E represents the expected level possible in + ten years if resources planned for 1985 are realized.

4. Level B is not given in those cases where the Level C resources exceeded the Level A requirements.

5. All figures represent resource hours. It is assumed that funding levels (with few exceptions, such as the R&D functions) can be allocated proportionate to the resource hour figures.

6. Resource requirements for those criteria activities not under the control of the RBS Program are not included. Those can be found in Section IV.3., elements numbers 8.a., 8.c., and 9.c.

SECTION V.1

OPTIMUM LEVEL OF PERFORMANCE (RESOURCE HOURS)

(+10 Year (Level A) Personnel Requirements)
(By Program Standard Element)

Element	Criteria	Annual Resource Requirements for 1992 (Level A) Resource Hours	Change From Level C Resource Hours
1. Conduct compliance monitoring functions and administer associated campaigns.	1.a. Test 100% of those boat types and appropriate associated equipment believed to be in non-compliance.	47,053	+31,201
	1.b. Process 100% of imported boat declarations.		
2. Provide technical information to the manufacturing community.	2.a. Perform informal/technical visits and industry briefings to recreational boat manufacturers.	107,613	+61,793
	2.b. Develop necessary design guidelines, demonstration hardware and pamphlets, and respond to initial queries from the manufacturing community.		
3. Administer civil penalties, non-complicance cases/campaigns.	3.a. Process 100% of the Notices of Boarding/Report of Violation and manufacturer violations.	14,020	+12,020

Element	Criteria	Annual Resource Requirements for 1992 (Level A) Resource Hours	Change From Level C Resource Hours
4. Perform defect investigations and administer the associated campaigns.	4.a. Investigate all potential safety related defects.	70,917	+34,710
	4.b. Analyze 100% of reports received and monitor all active campaigns.		
	4.c. Test 100% of those boat types and associated equipment found to have safety related defects.		
5. Perform state liaison for development of programs.	5.a. Establish and maintain liaison with state Boating Law Administrators, including six visits/state/year.	52,471	-14,944
	5.b. Attend 100% of all state legislative committee hearings on boating safety related bills and regional meetings of state Boating Law Administrators(5/YR)		
	5.c. Organize and administer district and state seminars (12/YR).		

Element	Criteria	Annual Resource Requirements for 1992 (Level A) Resource Hours	Change From Level C Resource Hours
6. Support and administer the Coast Guard Auxiliary.	6.a. Conduct visits to Auxiliary units.	665,421	+308,966
	6.b. Process 100% of data reports and maintain personnel records.		
	6.c. Provide administrative rulings, CME/facility decals and PR support.		
	6.d. Cover 50% of AUX patrols with CG Orders.		
	6.e. Provide technical review and support of public education courses/member training.		
7. Coordinate the national boating safety education program.	7.a. Develop a minimum education guide. Review 100% of courses submitted for compatibility with "guide".	15,865	+11,079
	7.b. Develop corrective actions for 100% of identified risks.		
	7.c. Implement procedures to encourage nationwide offering of boating safety courses in the school system.		

Element	Criteria	Annual Resource Requirements for 1992 (Level A) Resource Hours	Change From Level C Resource Hours
8. Process regatta permits, perform safety patrols and enforcement training.	8.a. Process regatta permits.	117,192	-18,491
	8.b. Train Coast Guard, other Federal, state and local enforcement personnel.		
	8.c. Provide for boardings after assistance cases.*		
9. Provide public information.	9.a. Visit key boat shows.	226,415	+99,710
	9.b. Personnally contact 100% of TV stations, 25% of the radio stations, and 25% of the newspapers/applicable magazines.		
	9.c. Implement necessary media campaigns.*		
10. Perform accident investigations.	10.a. Investigate 350 accidents per year indepth and all fatalities on joint waters.	64,635	+28,472
	10.b. Review/process all boating accident reports.		

Element	Criteria	Annual Resource Requirements for 1992 (Level A) Resource Hours	Change From Level C Resource Hours
11. Administer the state financial assistance program.	11.a. Review 100% of the grant applications & monitor ongoing grant projects.	5,456	-18,090
	11.b. Perform periodic and close-out audits.		
12. Develop minimum standards and regulations.	12.a. Develop necessary safety standards and operator regulations to reduce boater risk to an acceptable level.	18,225	-18,325
13. Improve the management information system and implement effectiveness measurement program.	13.a. Meet 100% of all requests for data processing and/or analysis.	111,204	+35,910
	13.b. Process 100% of all transactions.		
	13.c. Perform necessary program development and analysis functions.		
	Totals	1,509,673	+566,953

SECTION V.2

DETAILED WORKSHEETS
(ALL FIGURES ARE RESOURCE HOURS)

Annual resource requirements are for Level A (1992)

RBS PROGRAM STANDARD ELEMENT: 1. Conduct compliance monitoring functions.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		1.a. Test 100% of those boats types and associciated equipment believed to non-compliance. 1.b. Process 100% of imported boat declarations.		
A	100%		47,053	+31,201
B	67%		31,526	+15,674
C	34%		15,852	-
D	17%		7,999	7,853
E	37%		17,410	+1,558

RBS PROGRAM STANDARD ELEMENT: 2. Provide technical information to the manufacturing community.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		2.a. Perform informal/technical visists and industry briefings to recreational boat manufacturers. 2.b. Develop necessary design guidelines, demonstration hardware and pamphlets, and respond to initial queries from the manufacturing community.		
A	100%		107,613	+61,793
B	72%		77,481	+31,661
C	43%		45,820	-
D	21%		22,599	-23,221
E	59%		63,626	+17,806

Section V.2 (CONTINUED)

RBS PROGRAM STANDARD ELEMENT: 3. Administer civil penalties, non compliance cases/campaigns.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		3.a. Process 100% of the Notices of Boarding/ Report of Violation and manufacturer violations.		
A	100%		14,020	-12,020
B	N/A		N/A	N/A
C	186%		26,040	-
D	61%		13,039	-13,001
E	121%		22,040	-4,000

RBS PROGRAM STANDARD ELEMENT: 4. Perform defect investigations and administer the associated campaigns.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		4.a. Investigate all potential safety related defects., 4.b. Analyze 100% of the reports received and monitor all active campaigns. 4.c. Test 100% of those boat types and associated equipment found to have safety related defects.		
A	100%		70,917	+34,710
B	75%		53,186	+16,979
C	51%		36,209	-
D	25%		17,729	-18,480
E	61%		43,222	+7,013

RBS PROGRAM STANDARD ELEMENT: 5. Perform state liaison for development of programs.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		5.a. Establish and maintain liaison with state Boating Law Administrators, including six visits/state/year. 5.b. Attend 100% of all state legislative committe hearings on boating safety related bills and regional meetings of state Boating Law Administrators. (5/year) 5.c. Organize and administer district and state seminars (12/years		
A	100%		52,471	-14,944
B	N/A		N/A	N/A
C	128%		67,415	-
D	64%		33,581	-33,834
E	103%		53,975	-13,440

Section V.2 (CONTINUED)

RBS PROGRAM STANDARD ELEMENT: 6. Support and administer the Coast Guard Auxiliary.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		6.a. Conduct visits to Auxiliary units.		
		6.b. Process 100% of data reports and maintain Auxiliary personnel records.		
		6.c. Provide administrative rulings, CME/ facility decals and PR support		
		6.d. Cover 50% of AUX patrols with CG Orders.		
		6.e. Provide technical review and support of public education courses/member training.		
A	100%		656,421	+308,966
B	77%		521,374	+155,919
C	54%		356,455	-
D	27%		179,664	-176,791
E	61%		404,567	+48,112

RBS PROGRAM STANDARD ELEMENT: 7. Coordinate the national boating safety education program.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		7.a. Develop a minimum education guide. Review 100% of courses submitted for compatability with "guide". 7.b. Develop corrective actions for 100% of identified risks. 7.c. Implement procedures to encourage nationwide offering of boating safety courses in the school system.		
A	100%		15,865	+11,079
B	65%		10,312	+5,526
C	30%		4,786	-
D	15%		2,380	-2,406
E	33%		5,169	+383

Section V.2 (CONTINUED)

RBS PROGRAM STANDARD ELEMENT: 8. Process regatta permits, perform safety patrols and enforcement training.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		8.a. Process regatta permits 8.b. Train CG, other Federal, state and local enforcement personnel. 8.c. Provide for boardings after assistance cases and provide patrol support when required.*		
A	100%		117,192	+18,491
B	92%		107,947	+9,246
C	84%		98,701	-
D	42%		49,351	-45,350
E			98,701	-

RBS PROGRAM STANDARD ELEMENT: 9. Provide public information.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		9.a. Visit key boat shows.		
		9.b. Personally contact 100% of TV stations, 25% of the radio stations, and 25% of the newspapers/applicable magazines.		
		9.c. Implement mass media campaigns.*		
A	100%		226,415	+99,710
B	78%		176,604	+49,899
C	56%		126,705	-
D	28%		63,396	-63,309
E	62%		139,922	+13,217

RBS PROGRAM STANDARD ELEMENT: 10. Perform accident investigations.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		10.a. Investigate 350 accidents per year in depth and all fatalities on joint waters. (approx. 900 per year) 10.b. Review/process all boating accident reports. (approx. 6000 per year)		
A	100%		64,635	+28,472
B	78%		50,415	+14,252
C	56%		36,163	-
D	28%		18,098	-18,065
E	59%		38,083	+1,920

Section V.2 (CONTINUED)

EBS PROGRAM STANDARD ELEMENT: 11. Administer the state financial assistance program.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		11.a. Review 100% of the grant applications & and the "5" program.		
		11.b. Perform periodic and close-out audits.		
A	100%		5,456	-18,090
B	N/A		N/A	N/A
C	*		23,546	-
D	*		11,773	-11,773
E	*		23,546	-

131

BEST DOCUMENT AVAILABLE

Section V.2 (CONTINUED)

RBS PROGRAM STANDARD ELEMENT: 12. Develop minimum standards and regulations.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		12.a. Develop necessary safety standards and operator regulations to reduce boater risk to an acceptable level.		
A	100%		18,225	-18,325
B	N/A		N/A	N/A
C	201%		36,550	-
D	102%		18,275	-18,275
E	179%		32,710	-3,840

RBS PROGRAM STANDARD ELEMENT: 13. Improve the management information system and implement effectiveness measurement program.

Level	%	Criteria	Annual Resource Requirements (Level A)	Change From Level C
		13.a. Meet 100% of all requests for data processing and/or analysis.		
		13.b. Process 100% of all transactions.		
		13.c. Perform necessary program development and analysis functions.		
A	100%		111,204	+35,910
B	84%		93,411	+18,117
C	68%		75,294	-
D	34%		37,809	-37,485
E	72%		79,615	+4,321

SECTION VI

SUPPORT NEEDS

1. This section contains two Sub-sections which relate to the general support that the RBS Program requires from other Coast Guard programs. This does not include the support required of other Coast Guard programs for those RBS criteria whose activities are under the responsibility of the other programs. This includes performing regatta patrols, boarding after assistance cases, and providing for mass media campaigns. These requirements are detailed in Section IV.3.

2. Sub-section VI.1 SUPPORT NEEDS MATRIX highlights the interface between the program Sub-objectives, Goals, Milestones and required support.

3. Sub-section VI.2 SUPPORT NEEDS DESCRIPTION contains a more detailed description of the required support from programs for which specific information is available. (R&D support requirements are contained in Chapter VII).

SECTION VI.1

SUPPORT NEEDS MATRIX

SUB-OBJECTIVES/GOALS/MILESTONES		OPERATING PROGRAMS			SUPPORT PROGRAMS					OTHER		
		SAR	CVS	PSS	R&D	GAL	GAF	GAA	GAP	AUX	NBSAC	RT
SO 1	Reduce the risk from engineering design, and/or construction related deficiencies on boats and associated equipment.											
G:	Ensure that all new boats and associated equipment meet minimum safety related standards of performance.											
MS:	Develop minimum mandatory and advisory standards.				X	X	X				X	
MS:	Conduct product testing.				X		X					
MS:	Implement the factory visitation program.					X						
MS:	Administer the imported boats program.					X						
MS:	Administer civil penalties, non-compliance cases/campaigns.					X	X					
MS:	Provide technical information and guidance to the manufacturing community including the development of demonstration hardware packages and recommended design guidelines.								X	X		
G:	Ensure that identified safety related defects are corrected.											
MS:	Perform defect investigations.		X		X	X	X					
MS:	Administer defect cases and campaigns.					X	X					

		OPERATING PROGRAMS			SUPPORT PROGRAMS					OTHER		
	SUB-OBJECTIVES/GOALS/MILESTONES	SAR	CVS	PSS	R&D	GAL	GAF	GAA	GAP	AUX	NBSAC	RT
SO 2	Reduce the risks from lack of safety equipment operator inefficiency and lack of knowledge.											
G:	Expose boaters to Boating Safety information											
MS:	Support C.G. Auxiliary activities.	X		X						X		
MS:	Establish news media contacts.							X		X		
MS:	Develop mass media campaigns.							X				
MS:	Visit key boat shows annually.									X		
G:	Ensure that the boat operators have participated in a Boating Safety Education programs.											
MS:	Perform state liaison activities to encourage state education programs.	X								X	X	
MS:	Support and administer Coast Guard Auxiliary.				X	X	X			X		
MS:	Develop "Minimum Education Guide"for boat operators.	X			X							
MS:	Coordinate activities for a National Education Program.									X	X	

	SUB-OBJECTIVES/GOALS/MILESTONES	OPERATING PROGRAMS			SUPPORT PROGRAMS					OTHER		
		SAR	CVS	PSS	R&D	GAL	GAF	GAA	GAP	AUX	NBSAC	RT
G:	Ensure that the recreational boats are in compliance with mandatory carriage requirements.											
MS:	Develop minimum Federal carriage requirements.	X	X		X					X	X	
MS:	Perform RBS on-the-water operations.	X		X						X		
MS:	Administer Civil Administrative Penalty program for boating law violations.					X						
MS:	Perform state liaison functions.	X									X	
MS:	Perform training of C.G., state and local enforcement personnel.	X	X						X	X		
SO 3	Ensure effective allocation and utilization of Federal, state and local boating resources.											
G:	Determine program requirements through effective analysis and data processing.											
MS:	Perform accurate accident investigations.		X	X	X							
MS:	Improve management information systems.	X	X				X					
MS:	Implement effectiveness measurement programs.				X							

		OPERATING PROGRAMS			SUPPORT PROGRAMS					OTHER		
	SUB-OBJECTIVES/GOALS/MILESTONES	SAR	CVS	PSS	R&D	GAL	GAF	GAA	GAP	AUX	NBSAC	RT
SO 4	Encourage greater uniformity, cooperation and participation among Federal agencies, state and local entities.											
G:	Promote expanded state boating law enforcement efforts and phase down Coast Guard enforcement activities.											
MS:	Administer state financial assistance program.					X	X					X
MS:	Train state and local enforcement personnel.								X			
MS:	Standardize all boating laws and regulations.					X						
G:	Ensure all states and territories adopt and administer effective Boating Safety Program.											
MS:	Perform state liaison functions										X	
G:	Coordinate development of implementation guidelines.	X	X	X								
MS:	Encourage participation by representatives of national organizations in local councils.									X	X	

SECTION VI.2

SUPPORT NEEDS DESCRIPTION

1. The Support Needs Matrix indicates RBS support requirements from three operating programs, five support programs, and other Coast Guard related resources.

2. Although RT program support is utilized, it is not portrayed in the matrix nor is it described in the section with the exception of the use of reservists for auditing non-profit organization grants. The RBS program does not include a long-range plan for extended use of reserve resources.

3. OPERATING PROGRAM SUPPORT:

a. Boat and Cutter Support: Boat and cutter resources are required for regatta patrol support. All types of units assist on an "as needed" or "any unit available" basis. Regatta patrol requirements are detailed in Section IV.3., Criteria 8.a.

Support is also required from the Search and Rescue Program for boardings after assistance cases. The objective of the SAR Program is to minimize loss of life, injury and property damage by rendering aid to persons and property in distress on, over, and under the high seas and waters within the jursidiction of the United States through the utilization of boats, cutters and aviation resources. The overall SAR growth for the last five years was 6%. Roughly three quarters of all SAR cases involve recreational boats/boaters. Based on this, the SAR program provided approximately 68,000 sorties in 1979 and will provide approximately 80,000 in FY 83 and over 120,000 in FY 92. SAR Program resources are also involved in boarding boats after SAR cases. Specific SAR requirements for boardings are detailed in Section IV.3., Criteria 8.c.

b. CVS: One of the functions of the Commerical Vessel Safety Program is to investigate marine accidents and casualties, including recreational boating fatalities occurring on Federal or joint jurisdiction waters, and other specific boating accidents upon request. The number of fatal RBS accidents requiring investigation from 1971 to 1978 decreased by over 14%. In addition, a limited amount of technical support is supplied by the CVS program staff at Headquarters for the development of minimum Federal carriage requirements. Total annual CVS support is approximately 48,000 hours, and $60,000 in program funds (primarily for travel). CVS support is expected to remain at the current level through the next ten years. A reduction in support may occur if the number of fatal RBS accidents requiring investigation decreases.

c. PSS: The Port Safety and Security Program provides limited incidental support to the RBS Program. This has not been quantified.

4. SUPPORT PROGRAM SUPPORT

a. R&D: Research and Development requirements are contained in Section VII. R&D support is required for developing minimum mandatory and advisory safety standards, indirectly supporting the RBS efforts through research on boat operators, developing minimum Federal carriage requirements, performing accident investigations, product testing support, and implementing an effectiveness measurement program.

b. GAL: Legal support is required on an "as needed" basis for a variety of RBS functions, as outlined in the needs matrix. Proposed regulations, guidelines and/or laws require review. The various RBS programs involving civil penalties require legal review and support. Legal guidance is also required in the conduct of defect investigation and other miscellaneous items. Total legal support is approximately 3,000 hours annually, with negligible associated program costs. (This figure does not include the RBS Program's lawyer billet, which is included in the Section IV analysis.) The demand is expected to remain stable through 1991. Support for the development of safety standards is expected to decrease; however, this will be offset by the increased support needed to review the state's laws and regulations and for the expected increase in civil administrative penalty actions.

c. GAF: The Financial Management, Personal, Supply and Automated Information Support Program provided approximately 4,800 hours and $200,000 in program support in 1980:

(1) Computer Support - The RBS Program provides the bulk of its own computer support and development needs. The GAF Program provided 2,000 hours and $200,000 in program support in 1980, the majority of the support related to basic file maintenance and reporting needs;

(2) Logistical Supply Support - An estimated 2,000 hours of support was provided in 1980, for both logistical supply support (delivery of forms, etc.) and processing of all procurement requests (excluding contracts);

(3) Contracting Support - The GAF Program provided approximately 600 hours of support in 1980 in processing large "R&D" type contracts (level flotation, navigation lights, etc.) or task orders (associated with the compliance testing contract), and other one-time contracts (nationwide boating survey); and

(4) Miscellaneous Support - Approximately 200 hours of GAF headquarters staff time was utilized in advisory services to the RBS Program, i.e., processing the state financial assistance program transactions, and other minor items.

GAF support is not expected to increase through 1991. Any increase in logistical supply or computer support will be offset by a decrease in required contracting support.

d. GAA: The Public Affairs Support Program is responsible for establishing news media contacts and developing mass media campaigns. The support has been quantified in Section IV.3., Criteria 9.c.

e. GAP: The Personnel Support program provides training and education support to keep personnel performing the RBS mission abreast of advancing technology and program performance methods and requirements. Funding support is provided for the District Standards Training Seminar and other orientation, compliance and technical training related to the standards program. Coast Guard boarding officers and other Federal, state and local boating law enforcement officers receive training in boating safety and related laws and regulations through attendance at the six-week National Boating Safety School

[redacted]

(NBSS) and completion of Coast Guard Institute Correspondence Courses. There are five billets authorized full-time for NBSS. Coast Guard Auxiliarists receive training at Coast Guard training facilities, e.g., a one-week SAR course at the Training Center Governors Island. Funding support is also provided for district personnel to attend Regional Boating Safety Seminars (district controlled), and for Office of Boating, Public, and Consumer Affairs personnel to attend regulations writing, audio-visual and other beneficial specialized courses as required.

5. OTHER SUPPORT:

a. COAST GUARD AUXILIARY: A volunteer, non-military organization, the Coast Guard Auxiliary was established by Congress to promote safety in recreational boating in the United States. Many of its approximately 41,000 members are experienced boaters, amateur radio operators, or licensed aircraft pilots. Auxiliarists' boats must be equipped and maintained to high stardards of safety which exceed the requirements of Federal law for recreational motorboats. In the operation of their craft, Auxiliarists take pride in the fact that they are known for the promotion of safe boating by setting a good example. The Coast Guard Auxiliary is an integral part of the RBS Program and regularly assists in several program areas. To accomplish its purpose the Auxiliary carries out three basic programs; the Courtesy Marine Examination (CME), Public Education, and Operations.

(1) Courtesy Marine Examination (CME). Specially-trained and qualifed members of the Auxiliary conduct a courtesy examination of boats upon consent of an owner or operator. This is a thorough safety check of the boat's equipment and general condition covering both the requirements of Federal and state law and certain additional criteria for safety which have been adopted by the Auxiliary. Boats meeting these criteria are awarded the respected Auxiliary CME decal "Seal of Safety." If a boat does not pass the examination, the owner is advised of the deficiencies and no report is made to any law enforcement official. This examination is in effect a form of boater education, a one to one exchange of boating safety information.

(2) Public Education. The Auxiliary offers to the public a wide array of boating safety courses, all tailored to a specific need. Whether it is a one, three, seven or thirteen lesson course, they are taught by experienced boaters using slides, movies and practical demonstrations. The most comprehensive is the 6-13 lesson Boating Skills and Seamanship course which covers basic knowledge of Aids to Navigation, Rules of the Road, Charts and Compasses, Boating Laws, Marine Engines, Sailing, Marlinspike Seamanship, Radio-Telephone, Weather, Locks and Dams, plus maneuvering and safe motorboat operations. The Auxiliary meets the new enthusiasm for sailing with a short one lesson "starter" course and the more detailed 7-13 lesson "Sailing and Seamanship"course. Among the other one lesson courses offered are "The Skipper's Outboard Special", "Young People's Boating Course" (ages 11-15), the "Water 'N Kids" Presentation, and "First Aid for the Boatman" developed in cooperation with the American Red Cross.

(3) Operations. To assist the U. S. Coast Guard, member of the Auxiliary perform search and rescue and assistance missions, patrol regattas and marine events and add a large measure of safety to the nation's recreational waterways by their safety patrols. These Auxiliary operations are often performed in conjunction with regular Coast Guard units.

[redacted]

(4) The following information showns Coast Guard Auxiliary achievements during calendar year 1979:

Persons enrolled in public safe boating courses	498,326
Vessels and facilities examined	270,311
Safety patrols	37,714
Support missions	39,592
Assists to the public	17,676
Regatta patrols	4,460
Lives saved	1,054
Persons assisted	52,689

(5) Auxiliary membership, participation and achievements are expected to continue to grow over the next ten years. The training of Auxiliary members will be emphasized, as opposed to unplanned growth.

b. NBSAC: The National Boating Safety Advisory Council is a Presidential Council established by the Federal Boat Safety Act of 1971 to advise and assist the Coast Guard in setting standard requirements for boats and associated equipment and operators. Consisting of 21 members equally drawn from the public, industry, and the states, the Council meets an average of three times yearly for one to two days per meeting. In addition, members attend various technical committee meetings as required. Council participation in 1980 was estimated at 1,500 hours. This does not include regular RBS Program staff support time or funds, which are accounted for separately in Section IV. Council participation is not expected to increase between 1980 and 1992.

SECTION VII

RBS R&D Program Support

1. The RBS R&D Program is concentrated in four main areas:

(a.) To assist in the identification of specific causes of boating safety problems;

(b.) To propose alternative safety enchancement concepts that will facilitate effective decision making relative to identified problem areas;

(c.) To carry out advanced development work necessary to generate prototype boat safety standards, operator requirements, and education and enforcement programs; and

(d.) To provide assistance in the development of the RBS Risk Management System which can be used to measure the effectiveness of program activities and to allocate program funds to these activities in such a way as to optimize risk reduction.

2. The R&D program is broken into three project areas:

(a.) Program Management System Effectiveness - output is Risk Management System Development;

(b.) Incident Avoidance - output is combinations of technical, education, and enforcement activity to prevent boating incidents; and

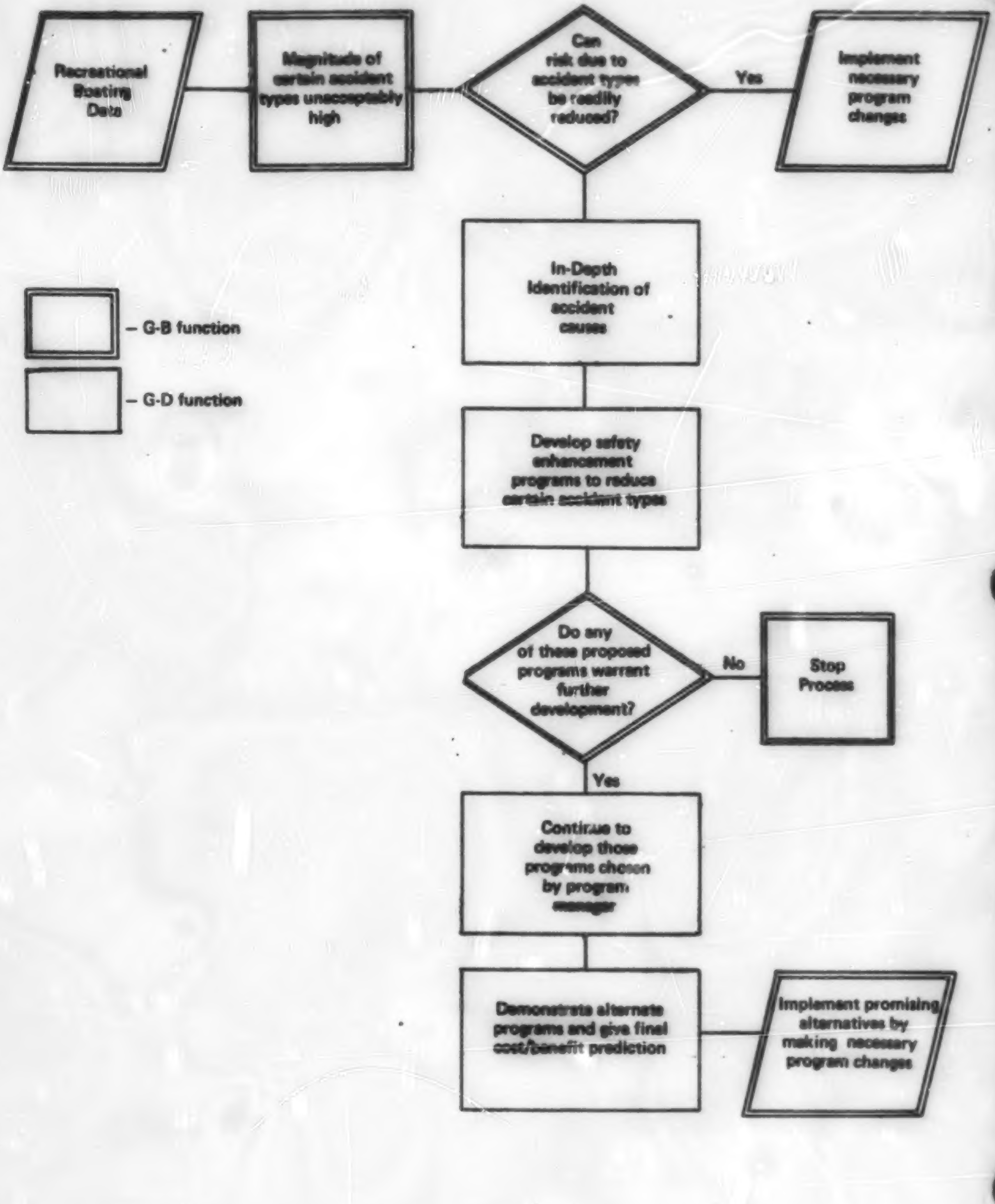
(c.) Incident Recovery - output is combinations of technical, education, and enforcement activities to assist boaters after an incident happens.

3. RBS R&D Project Master Plans are jointly developed by the Offices of Boating Safety and Research and Development.

4. The flow chart on the next page depicts the formulation and operation of RBS R&D projects. RBS R&D Summary Schedules for FY80-85 follow.

5. The following represents the RBS Program R&D support requirements, and does not necessarily represent those actual work plans now being implemented. Due to budget cutbacks, project delays, etc., the actual work plans often lag behind desired requirements.

RBS R&D Project Planning and Operation



Recreational Boating Data
Magnitude of certain accident types unacceptably high
Can risk due to accident types be readily reduced?
Yes
Implement necessary program changes
In-Depth Identification of accident causes
– G-B function
– G-D function
Develop safety enhancement programs to reduce certain accident types
Do any of these proposed programs warrant further development?
No
Stop Process
Yes
Continue to develop those programs chosen by program manager
Demonstrate alternate programs and give final cost/benefit prediction
Implement promising alternatives by making necessary program changes

SUMMARY SCHEDULES FOR RBS R&D PLAN

FY 1980 - 85

PROGRAM MANAGEMENT AND SYSTEM EFFECTIVENESS:

80	81	82	83	84	85

EXPLANATORY NOTES:

Phase IV - Develop manual on program effectiveness techniques to improve decision capability of Coast Guard program managers.

Provides mathematical tools to improve data bases necessary for maximum use of Program Effectivenss Management tools.

PROGRAM EFFECTIVENESS
METHODOLOGY
PHASE IV

150K
Effectiveness
Model Data
Requirements

FOR ADDITIONAL INFORMATION SEE
RBS R&D PROJECT MASTER PLANS

80	81	82	83	84	85

145

BEST DOCUMENT AVAILABLE

SUMMARY SCHEDULES FOR RBS R&D PLAN

FY 1980 - 85

CAPSIZING/SWAMPING AVOIDANCE:

EXPLANATORY NOTES:	80	81	82	83	84	85
Phase III - Development of candidate safe boating regulations.	130K Safe Loading-Phase III					
Phase IV - Advanced development of best loading regulations.		100K Safe Loading-Phase IV				
Tank testing and mathematical modeling of motions of narrow trailerable, cabin boats.			250K Stability in Narrow Beam, High Center of Gravity Boats	150K	200K	
Advanced and final development of revised safe powering standard.	245K* Safe Powering-Advanced Development		120K Safe Powering-Final Development			

*Includes $200K FY 80 funding,
$ 45K FY 78 payback

FOR ADDITIONAL INFORMATION SEE
RBS R&D PROJECT MASTER PLANS

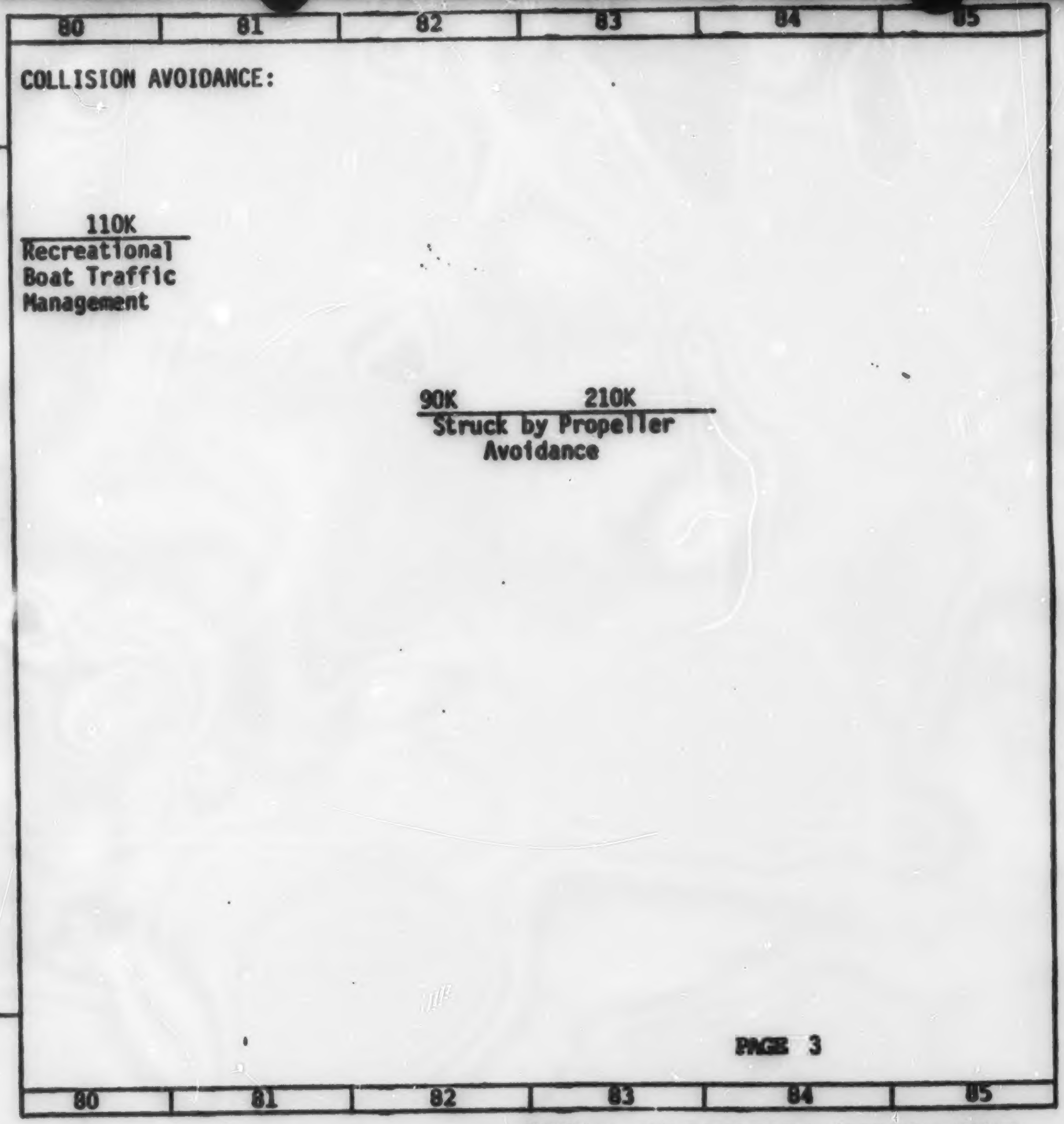
SUMMARY SCHEDULES FOR RBS R&D PLAN

FY 1980 - 85

EXPLANATORY NOTES:

To identify and evaluate methods for controlling boat traffic to reduce collisions with other boats, swimmers, etc.

Investigation of propeller guards. safer hulls, education programs and traffic management systems to prevent struck by propeller accidents.



FOR ADDITIONAL INFORMATION SEE RBS R&D PROJECT MASTER PLANS

BEST DOCUMENT AVAILABLE

SUMMARY SCHEDULES FOR RBS R&D PLAN

FY 1980 - 85

80	81	82	83	84	85

BOATING ACCESSIBILITY FOR THE HANDICAPPED:

150K

Handicapped
Feasibility
Accessibility
Study

EXPLANATORY NOTES:

To determine the extent of possible involvement in recreational boating by physically handicapped individuals. Physical handicaps are to be matched with boat types and boating activities so that recommendations will be made concerning modifications to existing boat designs to enable more individuals to safely participate in boating.

FOR ADDITIONAL INFORMATION SEE
RBS R&D PROJECT MASTER PLANS

80	81	82	83	84	85

SINKING:

EXPLANATORY NOTES:

Revisions to the level flotation standard based on the advanced development of flotation standards for inboard boats and boats over 20 feet.

115K	115K
Level Flotation Revisions	

FOR ADDITIONAL INFORMATION SEE
RBS R&D PROJECT MASTER PLANS

80	81	82	83	84	85

149

SUMMARY SCHEDULES FOR RBS R&D PLAN

FY 1980 - 85

EXPLANATORY NOTES:

Evaluation of LSI tests by independent labs to demonstrate validity and reproducibility of LSI number over a wide range of devices.

Determination of adequacy of Coast Guard approved PFDs for certain handicaps.

Development of solid state inflator and new propellents for inflation systems.

Upon acceptance of LSI as a certification tool, the Coast Guard must revise the carriage requirements for boat operators and test and evaluate the impacts of the new carriage requirements.

DROWNING:

80	81	82	83	84	85
	200K LSI Certification Tests				
60K PFDs for the Handicapped		200K Advanced Development			
145K* Evaluation of Advanced Design Concepts	100K Evaluation of Advanced Design Concepts				
		250K Carriage Requirements Revisions			
			200K Evaluation of New PFD Carriage Requirements		

*Includes $100K payback from FY78,
$45K funding from FY80.

FOR ADDITIONAL INFORMATION SEE
RBS R&D PROJECT MASTER PLANS

150

SECTION VIII

UNRESOLVED ISSUES

1. UNRESOLVED ISSUES/PROBLEMS INVOLVING FUTURE PROGRAM/POLICY DECISIONS

a. R&D PROGRAM: R&D requirements in support of the RBS program are developed in five year time frames. General requirements only have been developed for the 5-10 year range. Accurate forecasts of actual needs beyond a five year period are difficult because of the nature of the R&D process. Accurate forecasting of R&D support is also difficult because of unforecasted demands placed on R&D resources by other program areas, some mandated by Presidential or Congressional actions.

b. RESERVE UTILIZATION: The RBS program does not include a long-range plan for extended use of reserve resources. The RBS program utilizes reservists as short-term resources to provide some of the most critically required manpower as recognized through the Determinations/RCP process, but which were not approved at the Department, OMB and/or Congressional levels. However, the repeated budgetary cut-back of manpower resouce requests has necessitated increased Program's use of reservists. A review of the RBS and Reserve programs' position is required.

c. STATE FINANCIAL ASSISTANCE PROGRAM: The initial program was phased out in Fiscal Year 1980 per administration direction. However, a new Act providing funding for boating facilities development and continuation of state safety assistance is being implemented. Coast Guard performance in a new area, boating facilties development, will have to be assessed.

d. CONSUMER ADVOCACY: The Office of Boating, Public and Consumer Affairs assumed the consumer advocacy role on behalf of the recreational boater. That role continues to evolve. It is yet to be decided if the evolving Consumer Affairs Program will be separate program, or fall under the auspices of the RBS Program or the GAA Program.

2. UNRESOLVED ADMINISTRATIVE PROBLEMS:

a. DISTRICT PROGRAM FUND ACCOUNTABILITY: The level of funds controlled and utilized for a particular program at the district level often is not the same as that identified at Headquarters and forwarded to a district. This makes it very difficult to monitor each program for funding effectiveness. It is recognized that the district commander has the authority to reallocate resources at his disposal based on local priorities. However, accurate program evaluation procedures require that the analysis of the funding portion of RBS activities (stated as criteria in Section IV) be based on those funds actually under the RBS program's control and expended accordingly.

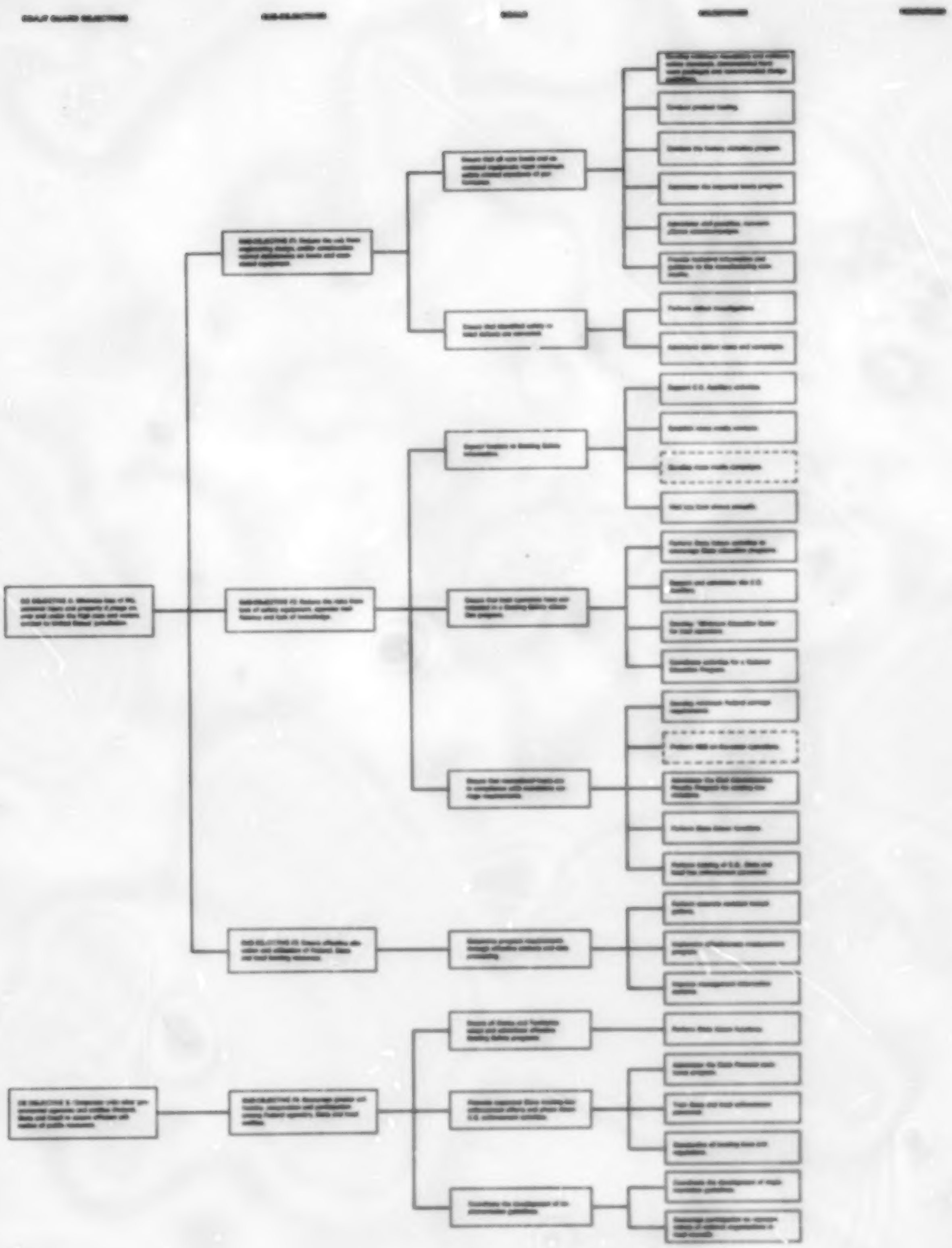
b. MULTI-MISSION RESOURCES: The multi-mission nature of most Coast Guard units makes it difficult to adequately account for all resources, resulting in a danger of counting resources more than once. This problem must be addressed by Headquarters and adequate guidelines developed for accounting for resources, and for linking support needs of programs with the other program's operating resources needs.

SECTION IX

FLOW CHART

1. A flow chart of the entire RBS planning process is contained in this section. Note that the "Resources" section has not been completed. All cutter, aircraft and shore facility resources required by the RBS program are provided by the other operating programs and are noted in either Section IV.3. or in Section VI. The RBS Program's resource requirements are noted in Section IV.

2. With the phase-out of BOSDET on-the-water operations, no boat requirements remain within the RBS Program.



153

BEST DOCUMENT AVAILABLE